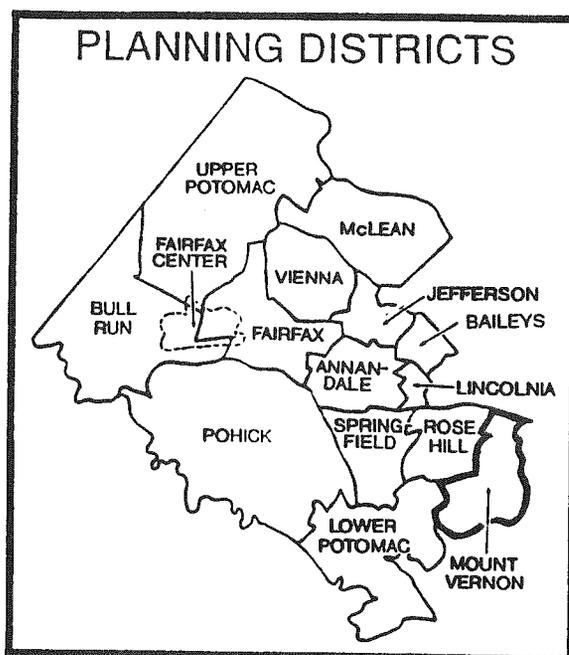


MOUNT VERNON PLANNING DISTRICT

Consisting Of:

Route 1 Corridor Area

- MV1 - Huntington Community Planning Sector
- MV2 - Hybla Valley Community Planning Sector
- MV3 - Greater Belle Haven Community Planning Sector
- MV4 - Wellington Community Planning Sector
- MV5 - Groveton Community Planning Sector
- MV6 - Fort Hunt Community Planning Sector
- MV7 - Mount Vernon Community Planning Sector
- MV8 - Woodlawn Community Planning Sector



MOUNT VERNON PLANNING DISTRICT

OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is bordered by the Capital Beltway and the City of Alexandria on the north, Rose Hill Planning District on the west, Woodlawn Plantation and Fort Belvoir on the south and the Potomac River on the east. (See Figure 31.)

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located at the south. The district is bisected by Route 1, a major north-south oriented highway which serves local and through traffic. Low density, single-family residences in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high-rise apartments and mobile home parks are located along Route 1 and sometimes provide transitions between low density residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Route 1 Corridor between the City of Alexandria boundary and Woodlawn Plantation. The commercial component of Mount Vernon is mainly local-serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Route 1. Shopping centers are often set back from the highway with large parking areas which front on Route 1. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Route 1 Corridor.

Between 1970 and 1990, the population of the Mount Vernon Planning District remained relatively stable, only increasing about seven percent to 82,483. Residential growth will generally occur in areas of redevelopment of commercial uses to residential uses.

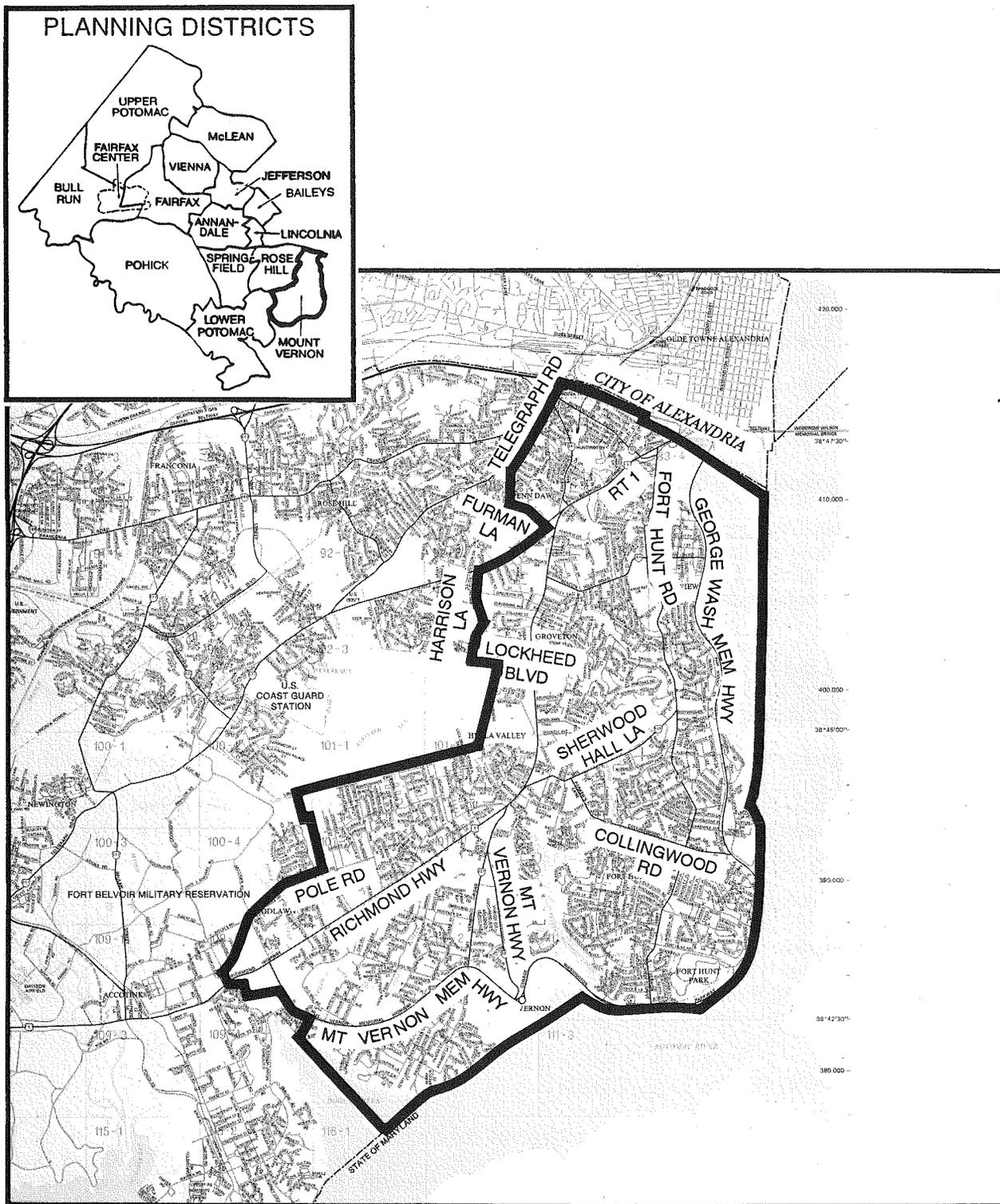
Major roadways in the Mount Vernon Planning District include the Capital Beltway/Interstate 95 and Route 1, Fort Hunt Road, George Washington Parkway, and Kings Highway. Route 1 and Fort Hunt Road provide access to the Capital Beltway and Interstate 95. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional mass transit system.

Mount Vernon's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. One of the nation's most important historic resources, Mount Vernon, is located here. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn Plantation, George Washington's Grist Mill, and the Pope-Leighey House, designed by Frank Lloyd Wright. Wellington, Sherwood Farm, and Gum Springs are locally significant historical sites.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for a planning district although within the planning district there may be substantial land areas of a distinctly different land use character than that envisioned by the Concept.

In the context of the Concept, the Mount Vernon Planning District is envisioned to continue, develop or redevelop in the Community Business Center, Transit Station Area and Suburban Neighborhood land use classifications. The Concept envisions five Community Business Centers along the Route 1 Corridor: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn areas of Route 1. The Community Business Center classification encourages a mix of uses in a community scale which promotes pedestrian activity and economic stability.



0 8000 FT
SCALE



<p>FAIRFAX COUNTY</p>	<p>MOUNT VERNON PLANNING DISTRICT</p>	<p>FIGURE 31</p>
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A Transit Station Area at the Huntington Metro Station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods.

The Suburban Neighborhoods designation reflects the predominantly residential character of the area. This character should be maintained by inhibiting potential incompatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental protection and other appropriate public facility and transportation guidelines.

PLANNING OBJECTIVES

Planning objectives in the Mount Vernon Planning District include the following:

- Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.
- Limit commercial encroachment into residential neighborhoods and establish well-defined edges between commercial and residential uses.
- Establish an appropriate mix of land uses and intensities in the Community Business Centers along Route 1 and provide transitions to adjacent Suburban Neighborhoods.
- Encourage pedestrian access to commercial areas and improve the appearance and image of Route 1 by addressing issues of functional efficiency, aesthetics streetscaping and design by using the urban design principles outlined in the draft Route 1 Urban Design Study.
- Encourage improved access to and increased ridership of the transit system.
- Preserve and upgrade the existing sources of affordable housing in the Mount Vernon Planning District.
- Preserve significant heritage resources and protect environmentally sensitive areas.
- Protect wetlands and environmental quality corridors.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Mount Vernon Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services and policies. The arterial and major collector roadways affecting the District are shown on Figure 32. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

-  TRANSIT TRANSFER CENTER (NO PARKING)
-  RAIL STATION
-  COMMUTER PARKING LOT
-  COMMUTER RAIL STATION
-  METRO STATION

ENHANCED PUBLIC
TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)

THE CAPITAL BELTWAY IS BEING
CONSIDERED FOR EXPANSION BY
VDOT. UPON COMPLETION OF
THEIR ANALYSES, ADDITIONAL
LANES WILL BE CONSIDERED FOR
INCLUSION ON THE PLAN.

A NO-BUILD OPTION SHOULD BE
CONSIDERED DURING THE
CORRIDOR STUDY



REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND
WHICH APPEARS ON THE ADJACENT PAGE.

Housing

A list of existing, under construction, and proposed assisted housing for the Mount Vernon Planning District is shown on Figure 33. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the Federal Public Housing program or the locally funded Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements.
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received.
- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and,
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

The percentage of assisted housing units in the Mount Vernon Planning District exceeds the percentages in most other planning districts in the County. It is stated in Housing Objective 2, Policy c of the Policy Plan that additional affordable housing opportunities should be distributed throughout the County. The Route 1 Corridor Plan provides for an increased amount of higher density housing units along Route 1, including housing components in mixed-use developments, which may lead to an even greater percentage of affordable housing opportunities in the Mount Vernon Planning District that is consistent with the above stated policy.

Environment

The Mount Vernon Planning District is located within the watersheds of Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek. The Potomac River shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This Planning District is within the Coastal

FIGURE 33
MOUNT VERNON PLANNING DISTRICT
ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
Huntington Blaine Drive	MV1	3	MIDS
Mondloch I and II Lockheed Boulevard	MV2	52 beds	Emergency Housing
The Atrium Holly Hill Road	MV2	37	Public Housing
Audubon Apts. Audubon Avenue	MV2	46	Public Housing (elderly)
Beacon Hill Southgate Drive	MV2	288	IDB Financing - Rehab.
Colchester Towne Rental Audubon Avenue	MV2	32*	24 Fairfax County 8 Public Housing
Belle View Apts. Belle View Avenue	MV4	40	Public Housing
Pathway Homes Huntington Avenue, Mary Baldwin Drive	MV1, 5	12 beds	Section 202/8
Belle View/Hartwood Belle View Blvd.	MV4	16	Section 202/8
Woodley Nightingale Route 1	MV5	115 (Phase I)	Redevelopment - Local Funding CDBG
Bryant Towne Court Bryant Towne Court	MV5	2	MIDS
Gabriel Plaza Joseph Mackell Court	MV5	28	Section 235
Fairfax Affordable Housing	MV3,7,8	23**	Nonprofit Rental
Paul Springs Fort Hunt Road	MV5	30	IDB Financing - New and Rehab.
Brosar Park Napper Road	MV6	37	MIDS
Hunting Creek Jackies Lane	MV6	35	Section 8
Gum Springs Holland Road	MV6	1	MIDS
Mount Vernon House Tiswell Drive	MV6	130	Section 8 (Elderly)
Spring Gardens Route 1	MV6	209	Sec. 221-d-3
West Ford I Andrus Court, Merrifield Court	MV6	24	Public Housing

* Scattered Units

** Scattered Sites

FIGURE 33

MOUNT VERNON PLANNING DISTRICT

ASSISTED HOUSING

(Continued)

(Occupied or Under Construction, as of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
West Ford II Fordson Road	MV6	22	Public Housing
West Ford III Fordson Court, West Ford View Court	MV6	59	Public Housing
Mount Vernon Apts. Russell Road	MV8	37	IDB Financing - Rehab.
Richmond Square Apts. (Belford Manor) Belford Drive	MV8	204	Section 236
Buckman Road Apts. Buckman Road	MV8	204	Section 236
Janna Lee Apartments Janna Lee Avenue	MV8	100	Section 236
Mount Vernon Lakes Buckman Road & Aspen	MV8	13	MIDS

PROPOSED ASSISTED HOUSING

(As of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
Lockheed Boulevard Site Lockheed Boulevard	MV2	17	MIDS
South Meadows Fordson and Beechcraft Roads	MV2	12	Unknown
Tavener Lane Property Tavener Lane	MV2	28	Public Housing and Fairfax County Rental
Fairfax Affordable Housing Lockheed Boulevard	MV2	8	Nonprofit Rental
Belle View Belle View Blvd.	MV4	10	Unknown
Woodley Nightingale Route 1	MV5	103 (Phase II)	Redevelopment- Local
Virginia Andrews House Westhampton Drive	MV5	5 beds	Group Home
Mount Vernon Mental Health Home Beacon Hill Road	MV5	8 beds	Group Home
Seaton House Seaton Street	MV6	2	Nonprofit Rental
Old Mill Housing Old Mill Road	MV8	62	28 Public 34 MIDS

Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Provisions which protect the County from liability due to soil slippage over a 20 to 25 year period should be supplied.

The Potomac River shoreline which includes a broad floodplain, tidal wetlands and several small embayments is the most significant environmental feature in the district. Activities that require modifications to the shoreline are regulated by the Wetlands Board. The shoreline and adjacent tributaries are also protected by the regulations of the Chesapeake Bay Preservation Act.

As growth continues, it is expected that development of environmentally constrained lands will become economically feasible, although environmental constraints will limit their development potential. Future development in this district should also be encouraged to achieve environmental reclamation of degraded environmental quality corridors and other sensitive features.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as the Mount Vernon Planning District do not have the benefit of state-of-the-art water quality practices. Therefore, they are a particular challenge to the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act.

Heritage Resources

The Mount Vernon Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 34. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

Some of the most important heritage resources in the County are located in the Mount Vernon Planning District. Mount Vernon, Woodlawn Plantation, the Pope-Leighey House and Washington's Grist Mill are among the nationally prominent sites in this district. Locally significant sites are also abundant and include Grand View, Little Hollin Hall, Sherwood Farm and Wellington. The tidal shorelines of Dogue Creek and the Potomac River are particularly sensitive for prehistoric and historic resources. The historic Indian hamlet of Namassingakent may be located north of Dogue Creek. Although much of the District has been developed, there is potential for prehistoric and historic resources to exist in undeveloped areas, and it is possible that some historic resources may yet exist within older established developments.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with County policies.

Large portions of the Mount Vernon Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover the significant resources.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 34, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places, the Virginia Landmarks Register and the County's Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

FIGURE 34
INVENTORY OF HISTORIC SITES
MOUNT VERNON PLANNING DISTRICT

Name	Address	Parcel Number	Date
Andalusia	800 Arcturus Lane Alexandria	102-2 ((1)) 44	c. 1869 + 1932
Carlby	4509 Carlby Lane Alexandria	110-3 ((1)) 10	c. 1750 + 1947
Collingwood	8301 E. Boulevard Drive Alexandria	102-4 ((1)) 71	c. 1785 + 1932
Ferry Landing (Neitzey House)	4201 Neitzey Place Alexandria	110-3 ((1)) 18	1876
Fort Hunt N, V	8940 Fort Hunt Road Alexandria	111-2 ((1)) 3	c. 1897
Fort Willard Circle	Belle Haven Road Alexandria	83-3 ((14)) B1, B2	1862
Grand View H	9000 Richmond Highway Alexandria	109-2 ((1)) 3, 4	1859
Hollin Hills	near Fort Hunt Road Alexandria	93-3	1949-1962
Little Hollin Hall	1901 Sherwood Hall Alexandria	102-1 ((24)) E	c. 1779
Mason, Otis T., House H	8907 Richmond Highway Alexandria	109-2 ((1)) 2	c. 1840 + c. 1890
Mount Eagle*	5919 N. Kings Highway Alexandria	83-3 ((1)) 88	unknown
Mount Vernon N, V	GW Memorial Parkway Alexandria	110-2 ((1)) 12	1742-1787
Mount Vernon Memorial Highway N	Washington Street and George Washington Memorial	101-4 ((1)) 5A ((7)) 1-11	
Mount Vernon High School	8333 Richmond Highway Alexandria	101-2 ((1)) 45A	1785
Peake Family Cemetery	8115 Fordson Road Alexandria	109-2 ((1)) 3, 4	1942
Pope-Leighey House N, V, H	9000 Richmond Highway Alexandria	93-3 ((1)) 11	c. 1866
Popkins Farm*	7300 Popkins Farm Road Alexandria	102-1 ((26)) 5-13	1859
Sherwood Farm	7702 Middy Lane Alexandria	83-3 ((1)) 24A	c. 1880
Spring Bank*	6301 Richmond Highway Alexandria	111-1 ((1)) 7	c. 1895
Tower House	9020 Lucia Lane Alexandria	110-1 ((1)) 10	1857
Union Farm	9150 Union Farm Road Alexandria	109-2 ((1)) 28	1932°
Washington's Grist Mill	5514 Mount Vernon Highway Alexandria	93-1 ((1)) 72B	unknown
Watering Trough	Mount Vernon District Park Alexandria	102-2 ((1)) 20	c. 1760 + 1920
Wellington	7931 E. Boulevard Drive Alexandria	109-2 ((1)) 3, 4	
Woodlawn N, V, H	9000 Richmond Highway Alexandria	109-2 ((1)) 1	1872 + 1932
Woodlawn Baptist Church H	9001 Richmond Highway Alexandria		

* Indicates demolition; potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District
° Date of reconstruction

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any State or Federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate State or Federal preservation agency.

The Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the County's Architectural Review Board.

The following properties should be studied for possible inclusion on the Fairfax County Inventory of Historic Sites:

- Browne Academy "Greystone" building at 5917 Telegraph Road; and
- Existing ruins of Civil War fortifications, all of which should be reviewed by the County archaeologist before any development is approved.

Public Facilities

Existing public facilities located in the Mount Vernon Planning District and those for which a future need has already been identified are included in Figure 35. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this planning district. These projects are included for informational purposes and in most cases will require a 456 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 456 Review public hearing. The following public facilities are identified as future needs in the Mount Vernon Planning District:

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.
2. Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Route 1 between Memorial Street and Groveton Street.
3. Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road in Sector MV3.
4. When the operation of the Little Hunting Creek Treatment Plant located near Thomas J. Stockton Parkway in Sector MV6 is discontinued, the property is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. However, should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

FIGURE 35

MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV1	Mt. Eagle Elem.			Crossroads Alcohol and Drug Residential Treatment Center Huntington Community Center	FCWA Plant #9 Storage Yard 2 Sewage Pumping Stations	*Jefferson Manor P.O.
MV2	Hybla Valley Elem.			Mondoch House South County Health Center (Health Dept.; Primary Care)	FCWA Beacon Hill Storage Va. Power Gum Springs Substation	*Hybla Valley P.O.
MV3	West Potomac High Quander Rd. Special Ed. Center		Penn Daw Fire Station Co. 11	Health Department Mt. Vernon Dist. Office Dept. of Human Development	2 Sewage Pumping Stations	
MV4	Belle View Elem.				Westgate Sewer Treatment Plant (Abandoned) 5 Sewage Pumping Stations	*Belle View P.O.
MV5	Bucknell and Hollin Meadows Elem.	Martha Washington Community		Bryant Early Learning Center	FCWA Gum Springs Storage and Pumping Station Recycling Dropoff	
MV6	Waynewood, Stratford Landing and Fort Hunt Elem. Walt Whitman and Sandburg Int.	Sherwood Hall Regional	Mt. Vernon Government Center Mt. Vernon Fire Station Co. 9 Mt. Vernon Police Station	Hollin Hall Community Senior Center Mt. Vernon Mental Health Westford III Community Center Parent & Child Center Gum Springs Community Center Mt. Vernon Hospital	Little Hunting Creek Sewer Treatment Plant (STP)	
MV7	Washington Mill, Woodley Hills and Riverside Elem. Mt. Vernon High Walt Whitman (surplus)		Woodlawn Fire Station Co. 24	Mt. Vernon Comprehensive Support Services and Engleside Substance Abuse Services Site	Dogue Creek Pumpover Dogue Creek STP (Abandoned) 5 Sewage Pumping Stations	*Mt. Vernon P.O.
MV8	Mt. Vernon Woods and Woodlawn Elem. Site			Social Center For Psychiatric Rehabilitation Human Services Center/South County Adult Day Health (IMP Building) Mt. Vernon Mental Health Residential Program		

*Federal and State facilities are not subject to the 456 Review process.

5. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.
6. Expand the Gum Springs Community Center located on Fordson Road in Sector MV5 by approximately 4,000 square feet to meet future community needs.
7. The site of the former Dogue Creek Treatment Plant located on Old Mill Road in Sector MV7 is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.
8. Provide an alcohol and drug residential treatment/detoxification program in Area IV.
9. Provide a residential program for adults with mental illness who also need substance abuse services in Area IV. Approximately 9,000 square feet of space is necessary for this type of facility.
10. Provide a library kiosk at the Huntington Metro Station in Sector MV1.

Parks and Recreation

Existing public parks located within the Mount Vernon Planning District are identified on Figure 36. Additional recreational facilities are provided at County public school sites. The Mount Vernon Planning District contains a considerable diversity of park, recreation and cultural resources. A network of well-distributed Neighborhood and Community Parks reflects the long established character of the district. These modest-sized parks, together with the Dogue Creek, Little Hunting Creek and Paul Springs Stream Valley corridors, provide open space and visual relief in stable residential areas. Two County recreation centers provide year-round indoor recreation opportunities including the only publicly-owned ice skating rink in the County and a competitive swimming/diving facility. The George Washington Memorial Parkway bicycle trail along the Potomac River shoreline is part of the Federal Heritage Trail system.

Nevertheless, there are significant park and recreation needs outstanding in the district. Overall, there remains a deficiency of community parkland and facilities. Most of the existing parks were acquired, and development begun, a number of years ago; consequently many are limited in recreational capacity and in need of rehabilitation. Currently only Grist Mill District Park is large enough to accommodate cost-effective development of a complex of athletic fields.

Redevelopment along the Route 1 Corridor can provide the impetus for addressing these broader community needs. Development of new Urban Parks in the Community Business Centers should be an integral component of revitalization efforts, as should be the provision of Neighborhood Park facilities in conjunction with new residential development. Acquisition and development of at least one additional Community Park should be considered in the southern portion of the district. Expansion of selected existing parks and upgrading of facilities at a number of other park and school sites appear to be the most appropriate mechanisms for addressing active recreation needs elsewhere.

Major park and recreation objectives for the Mount Vernon Planning District include:

- Expand selected park sites to provide additional active recreation facilities.
- Complete development of existing parks and upgrade facilities as needed.
- Provide Urban and Neighborhood Parks and facilities in conjunction with new development.
- Locate an additional suitable site for public boat ramp access.

FIGURE 36

MOUNT VERNON PLANNING DISTRICT

EXISTING PUBLIC PARKS

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	STATE/ FEDERAL
MV1	Farrington	Huntington Jefferson Manor Mt. Eagle			
MV2	Hybla Valley Lenclair	Groveton Heights			
MV3		Belle Haven		Fort Willard Circle	
MV4		Collingwood Westgrove			Fort Hunt (NPS)
MV5	Bucknell Manor Hollin Meadows White Oaks			Paul Spring S.V. Mt. Vernon Recreation Center	
MV6	Carl Sandburg School Site Stratford Landing Kirk	Fort Hunt Foster Int. Sch. Site Hollin Hall Martin Luther King, Jr. Williamsburg Manor		Paul Spring S.V. Little Hunting Creek S.V.	Fort Hunt (NPS)
MV7	Vernon Heights Woodley Hills Mt. Zephyr	Mt. Vernon Manor Washington Mill	Grist Mill George Washington Recreation Center	Dogue Creek S.V. State Park Little Hunting Creek S.V.	George Washington Grist Mill
MV8	Mt. Vernon Woods	Muddy Hole Farm Woodlawn Pole Road		Dogue Creek S.V.	

ROUTE 1 CORRIDOR AREA

CHARACTER

The Mount Vernon Planning District's segment of the Route 1 Corridor stretches for nearly eight miles from the boundary of the City of Alexandria on the north to Fort Belvoir and Woodlawn Plantation on the south.

Land uses along the Route 1 Corridor are predominantly commercial and consist of uncoordinated, local-serving retail and other commercial enterprises. Strip-retail establishments include a variety of types and sizes of gas stations, restaurants, motels, banks, home and auto-related businesses. A few newer office uses have been developed along the corridor.

There is a proliferation of identical uses and services in the area, specifically service stations and fast food restaurants. Some instability among these highly competitive uses is present.

Several community and neighborhood shopping centers located along the corridor provide visual relief from the uncoordinated, strip-commercial appearance and form the basis for four of the five Community Business Centers along the corridor. From north to south, these shopping centers include Penn Daw Plaza, Beacon Mall, South Valley/Mount Vernon Plaza, and Engleside/Woodlawn Shopping Centers. No major department stores are located in these centers or in the Mount Vernon Planning District. The northern part of Route 1 near its intersection with the Capital Beltway is the focus of the fifth CBC.

Housing types vary widely and include low density, single-family detached and townhouse residential neighborhoods to mobile home parks. High-rise apartments and condominiums are located in the northern section of the corridor near the Huntington Metro Station. Garden apartments comprise a significant portion of the housing units in the Mount Vernon Planning District and are primarily located on the west side of the corridor south of Beacon Mall. An increasing number of townhouse communities have been built along the corridor and provide a transition between higher density commercial and residential uses to low density, single-family residential neighborhoods.

Route 1 is a multi-functional, north-south oriented transportation route. It carries through-commuter traffic between the southern part of Fairfax County and counties to the south and Alexandria, Arlington and Washington to the north. It also functions as a local arterial that serves the many commercial and residential uses located on or adjacent to it. The width of the highway varies from four to six lanes. Service drives have been built sporadically. Intersecting streets are seldom perpendicular.

The Route 1 Corridor between Fort Belvoir and the Capital Beltway is a designated highway corridor overlay district. The highway corridor overlay district imposes additional regulations on certain automobile-oriented, fast-service or quick turn-over uses along the highway in an effort to prevent or reduce traffic congestion and associated dangers. The overlay district has increased the County's control over the further construction of drive-in banks, fast-food restaurants, quick-service food stores and service stations within a thousand feet of either side of the centerline of Route 1.

Additionally, in an effort to upgrade Route 1, the County has provided funds for commercial revitalization. These funds are allocated to public infrastructure improvements such as utility improvements, sidewalks, lighting and public open space. Efforts to beautify, improve the image and identity; improve pedestrian and vehicular circulation; and implement infrastructure improvements are also underway. In conjunction with this effort, a draft Route 1 Urban Design Study has been prepared.

The northern part of Route 1 is located in the Belle Haven and Little Hunting Creek watershed, while the southern segment is in the Dogue Creek watershed and is affected by the extensive floodplains and stream valleys of Dogue Creek. The entire corridor is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge.

There are three stream crossings of Route 1. Cameron Run crosses the highway at its northern border adjacent to the Capital Beltway and the City of Alexandria. Little Hunting Creek crosses the roadway just south of the Gum Springs community, and the North Fork of Dogue Creek crosses just east of Woodlawn Court. The creek crossings represent examples of natural breaks in the otherwise almost continuous commercial strip character of the corridor.

CONCEPT FOR FUTURE DEVELOPMENT

The Route 1 Corridor is envisioned to contain five Community Business Centers which provide community-serving commercial and residential uses as well as serving as focal points in the community. From north to south, the Community Business Centers are: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn. Areas between these Community Business Centers are classified as Suburban Neighborhoods.

PLANNING OBJECTIVES FOR THE ROUTE 1 CORRIDOR

The following objectives are intended to guide general land use decisions for the portion of the Route 1 Corridor within the Mount Vernon Planning District:

Land Use

- Plan for quality, mixed-use development, including residential, institutional, office and retail uses in five community business centers along Route 1: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn. Designate core areas within these Community Business Centers for higher intensity, where appropriate.
- Plan for primarily residential, institutional and open space uses in areas outside and between the Community Business Centers.
- Encourage substantial parcel consolidation to provide for projects that function in a well-designed, efficient manner and for the redevelopment of unconsolidated parcels in conformance with the Area Plan.
- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods.
- Discourage freestanding uses with drive-through facilities and uses that create high traffic volumes along the corridor and contribute to the strip-commercial character of Route 1.
- Encourage clustered auto-oriented uses into well-designed and integrated complexes to minimize and consolidate access points and provide efficient internal circulation patterns.
- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Route 1 as well as for adjacent communities.
- Encourage aesthetic and design excellence in all public and private improvements and developments.
- Encourage revitalization and redevelopment of the Route 1 Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points.

- Provide incentives to attract reinvestment in the Route 1 Corridor which will seek to correct deteriorating property conditions.
- Provide expanded employment opportunities to improve the economic condition of residents in the Route 1 Corridor and reduce the number of miles travelled between home and work.

Transportation

The following goals are intended to guide general transportation decisions in the Route 1 Corridor.

- Route 1 needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Route 1, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

Urban Design

Five urban design objectives are identified for the Route 1 Corridor to implement the overall goal of improving the visual image and efficiency of the Route 1 Corridor. In addition, corresponding urban design guidelines are found at the end of the Route 1 Corridor Plan text. These objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.
- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.
- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor.
- **Improve Access and Functional Amenities** - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.
- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

RECOMMENDATIONS

Land Use

The Community Business Centers (CBC) located along the Route 1 Corridor have unique features which distinguish and identify their individual character with the surrounding community. Accordingly, the specific land uses within the boundaries of these centers seek to reflect the needs and character of each CBC.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Where the Comprehensive Plan envisions a substantial change in land use that is expected to come about in conjunction with eventual redevelopment, but existing uses do not strictly conform with the long-term recommendations of the Comprehensive Plan, the guidelines for Interim Improvements of Commercial Establishments found in the Land Use Section of the Policy Plan should be taken into consideration.

Throughout the Route 1 Corridor Area, mixed-use development is encouraged. Where the Plan recommends mixed-use development at an overall intensity (FAR), it is intended that the FAR be calculated over the entire development site to include all residential and non-residential gross floor area. In some places, the Plan includes land use recommendations for mixed-use development that provide for both intensity in terms of FAR for the commercial portion and densities in terms of dwelling units per acre for the residential portion of the mixed-use development. In these cases, it is intended that the non-residential intensity and residential density be calculated separately based on the respective percentages of the total land area recommended for each use.

Protecting adjacent neighborhoods from visual and other impacts of nearby commercial development is a primary objective along Route 1. Development plans for redevelopment or revitalization projects should provide for compatible heights and mitigate visual impacts on adjacent neighborhoods. The determination of compatible building heights along the Route 1 Corridor is guided by provisions in the Policy Plan, (specifically Land Use Objectives 8 and 14), the Concept for Future Development, the Route 1 Corridor Land Use and Urban Design Objectives and site-specific conditions, such as building style, tapering of building heights, building orientation, and screening and buffering requirements.

The following parcel specific recommendations read from north to south and discuss land uses within the Community Business Centers and in Suburban Neighborhood areas between the nodes. Corresponding maps are provided which depict specific land units and sub-units.

NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

Figure 37 indicates the geographic location of land use recommendations for the North Gateway and Penn Daw Community Business Centers and the Suburban Neighborhood area between them.

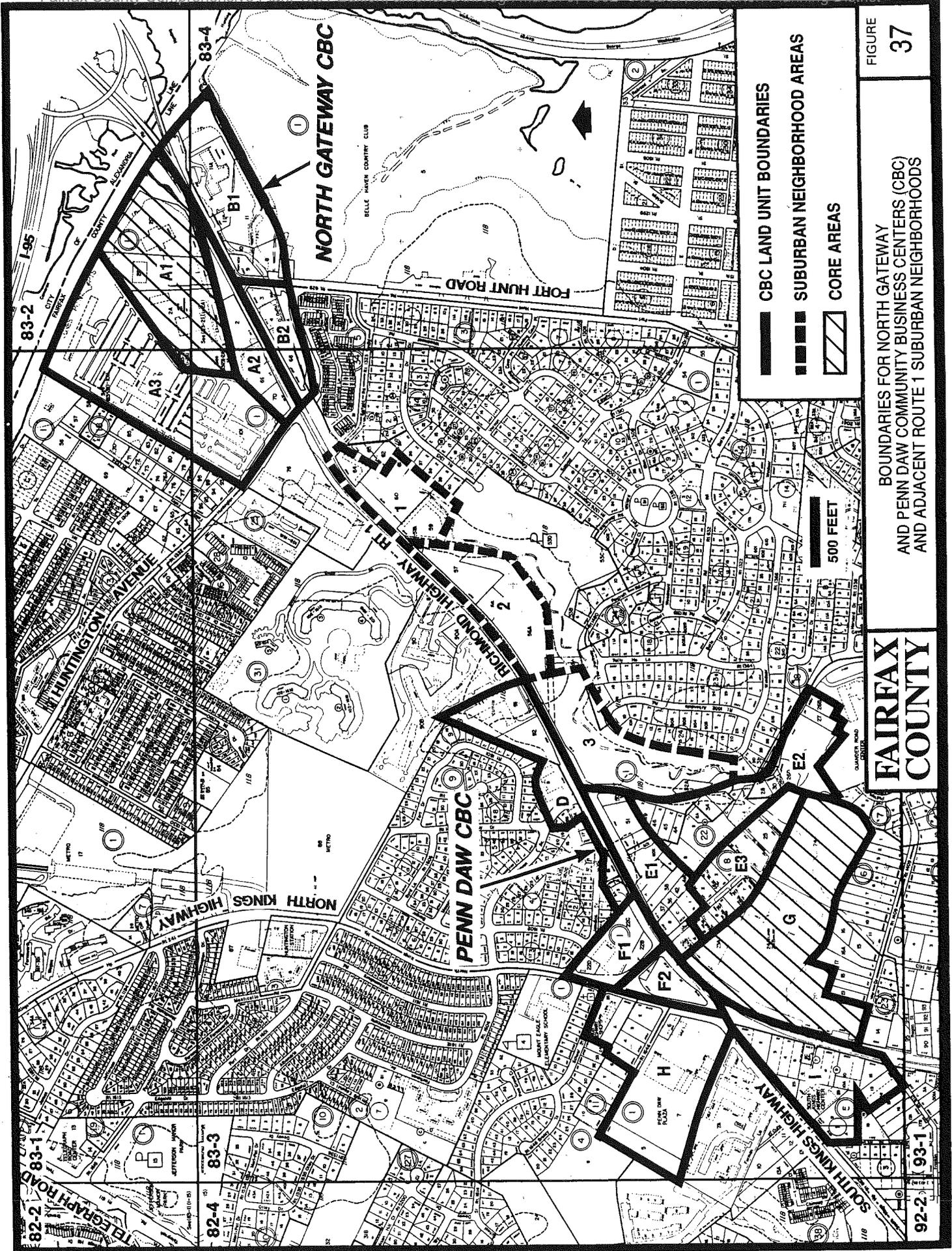
The high-rise residential area located on the west side of Route 1 south of Huntington Avenue, including Huntington Gateway, Montebello and Belle Haven Towers is located within the Huntington Transit Station Area and is addressed in that section of the Plan. The remainder of the west side of northern Route 1 is addressed below.

North Gateway Community Business Center

The North Gateway Community Business Center is an entry point to historic Route 1 from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway. As such, this area provides an initial impression of Fairfax County, not only to visitors and non-residents but to those who live in the southern part of the County. An improved identity using urban design principles and revitalization strategies is especially important at the entry points where initial impressions are made. An attractive and efficient mix of land uses is essential to improving the image, economic viability and circulation along the Route 1 Corridor.

This area is characterized by high-rise residential buildings, auto dealerships, gas stations, hotels and mid-rise office buildings. Its proximity to the Capital Beltway, Huntington Transit Station and Fort Hunt Road makes this portion of the Route 1 Corridor a major transportation-oriented center and presents opportunities for redevelopment.

Constraints in this area include environmentally-sensitive areas along Cameron Run and shallow lot depths along the east side of Route 1. Future highway improvements will further impact these shallow lots.



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BOUNDARIES FOR NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 37

Redevelopment in this area is anticipated to occur adjacent to the Capital Beltway primarily at the location of the auto dealerships. This area is planned to redevelop to high-rise residential or in the alternative, a varied height, mixed-use project including residential, office and retail uses. These planned uses utilize the advantageous transit/transportation-oriented location and is compatible with the surrounding character and density.

Sub-unit A1

The area along the west side of Route 1 between the Capital Beltway and Old Richmond Highway is planned for community-serving retail and office uses up to .35 FAR with maximum building heights of 40 feet except for the easternmost corner of the sub-unit which is planned for public facilities (highway right-of-way).

As an option, mixed-use development up to .70 FAR may be appropriate if the following conditions are met:

- A mix of uses, including office, retail and at least 50 percent residential should be provided;
- Substantial and logical parcel consolidation should be achieved. The existing office building does not have to be acquired; however, pedestrian and vehicular connections should be provided to integrate the building into the overall design of the project;
- Building heights should be tapered up from east to west with building heights up to three stories on the eastern portion of the sub-unit near Route 1 and high-rise residential buildings located near the Riverside Apartments located to the west of the sub-unit. Development should be screened and set back from Route 1 to avoid excessive building bulk in proximity to Route 1;
- Project design and layout should provide a high quality development in keeping with the character of residential development in the area;
- The traffic impact of the proposed development should be thoroughly analyzed and mitigated so that Huntington Avenue and Route 1 adjacent to the site will operate at levels of service acceptable to Virginia Department of Transportation and the County;
- An efficient internal circulation system should be provided. Access points should be consolidated, be placed away from existing intersections and operate at levels of service acceptable to the Virginia Department of Transportation and Fairfax County;
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian traffic within the development, to adjacent developments and to the Huntington Metro Station should be provided;
- Adequate measures to mitigate against undue environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
- Inclusion of urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the North Gateway Community Business Center. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

As an alternative option, future redevelopment of Sub-unit A1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high-rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required.

Sub-unit A2

The redevelopment of the "island" formed by Route 1 and Old Richmond Highway would enhance the "gateway" character of this area and should be encouraged as well as consolidation of all parcels within this "island". Redevelopment of this area is planned for neighborhood-serving retail use up to .25 FAR with building heights not to exceed 35 feet. Building orientation should be to Route 1 but access orientation should be to Old Richmond Highway.

Sub-unit A3

The Riverside Apartments complex, located on the north side of Huntington Avenue between Cameron Run Terrace and Hunting Creek Road, is planned for high-rise residential use with first floor commercial use at a density of 30-35 dwelling units per acre. This recommendation reflects the existing use which should be retained.

Sub-unit B1

The area northwest of Belle Haven Country Club along Route 1 from the Beltway to Fort Hunt Road is developed with several commercial uses. The most northern portion of this sub-unit is planned for hotel use up to .50 FAR with a maximum of 8 stories. Office use up to .50 FAR with a maximum of 8 stories is planned for Parcels 83-4((1))10 and 11. The remainder of this sub-unit is planned for neighborhood-serving retail use up to .25 FAR. This recommendation reflects current uses which should be retained. Future highway improvements may impact the accessibility of this sub-unit.

Sub-unit B2

The triangle-shaped area bounded by Route 1 on the northwest, Fort Hunt Road on the east and Huntington Avenue on the south is planned for community-serving retail use up to .35 FAR and building heights not to exceed 40 feet. Complete consolidation of these parcels is encouraged for a coordinated development. Screening and buffering should be provided along Huntington Avenue to mitigate any impacts on the townhouse community located across Huntington Avenue. Right-of-way needed for interchange improvements at Huntington Avenue, Route 1 and Fort Hunt Road should be dedicated.

Suburban Neighborhood Area Located on the East Side of Route 1 Between North Gateway and Penn Daw Community Business Centers (Refer to Figure 37.)

1. The area along the east side of Route 1 at the intersection with Belfield Road is planned for residential use at 5-8 dwelling units per acre. Consolidation is encouraged and effective screening and buffering should be provided between any proposed development and the adjacent neighborhood and other uses. Access points should also be consolidated and no access point should be closer than 200 feet to Belfield Road.
2. The lots located along Route 1 midway between Belfield Road and Quander Road (tax map 83-3((1))57, 57A, 56 and 56A) are planned for residential use at 5-8 dwelling units per acre with an option for public open space. Design of the project should leave the majority of the steep slopes undisturbed.
3. The site located at the northeast corner of Route 1 and Quander Road (tax map 83-3((1))52) is planned for residential use at 5-8 dwelling units per acre to provide a transition from Route 1 to the stable, low density residential neighborhood to the southeast. The site is currently used for a car dealership. Residential project design should include clustered units with steep slopes left undisturbed. No more than one entrance point onto Route 1 and that no closer than 200 feet to Quander Road, and no more than two entrances on Quander Road, no closer than 200 feet to Route 1 should be provided. These latter provisions are intended to preclude congestion near the Route 1/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites.

Penn Daw Community Business Center

Major existing uses in the Penn Daw Community Business Center include the Penn Daw Shopping Center, Builder's Square Center, World of Ford auto dealership and neighborhood and community-serving retail establishments. Stable residential neighborhoods abut the Community Business Center on the east and northwest. A recently-built small office building at Franklin Street and Route 1 partially represents the small percentage of office use in this area. While there are multiple uses in this area located near the Huntington Transit Station, the uses are not well coordinated and do not encourage pedestrian or transit access. However, the location at the intersection of Route 1 and Kings Highway provides good auto accessibility and visibility.

Planned highway improvements will impact some uses at the intersection of Route 1 and Kings Highway. Penn Daw Shopping Center is planned to remain as a community-serving retail center while Builder's Square Center is planned to redevelop into a larger single-retail use or as a mixed-use project comprised of residential, retail and office uses. Additional office uses are planned for the western side of Route 1 adjacent to the Fairhaven community. Residential redevelopment is planned for the area along Quander Road.

Land Unit D

Commercially-zoned lots fronting on the west side of Route 1 south of Belle Haven Towers between Route 1 and the Fairhaven neighborhood are part of the Fairhaven Conservation Area and planned for office use up to .35 FAR and a maximum height of 40 feet, provided the following conditions are met:

- Buildings should be well-designed and oriented toward the highway with parking in the rear;
- Development should provide effective screening and buffering to the existing adjacent neighborhood;
- Substantial consolidation of lots is encouraged; and
- Combined access points and an efficient internal circulation pattern should be provided.

Sub-unit E1

Lots fronting on the east side of Route 1 between Quander Road and Shields Avenue are planned for neighborhood-serving office and retail uses up to .25 FAR with a maximum height of 35 feet. With substantial consolidation of contiguous lots, an FAR up to .40 and maximum building heights of 50 feet may be appropriate.

Sub-unit E2

Properties located along the south side of Quander Road between Route 1 and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation in this sub-unit, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. No more than one entrance point onto Route 1 and that no closer than 200 feet to Quander Road, and no more than two entrances on Quander Road, no closer than 200 feet to Route 1 should be provided. These latter provisions are intended to preclude congestion near the Route 1/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites.

Sub-unit E3

The Penn Daw Trailer Park is planned for a mobile home park at a density of 5-8 dwelling units per acre. This mobile home park is well-maintained and should be preserved as a form of affordable housing in this district.

Sub-unit F1

Properties included in this sub-unit are Parcels 83-3((1))22B pt, 22C and 22D. If fully consolidated, this sub-unit is planned for residential use at 16-20 dwelling units per acre with ancillary retail uses. In any development proposal, sidewalks should be provided to facilitate pedestrian access to the Huntington Metro Station. Vehicular access should be provided only at one point each on Route 1 and North Kings Highway.

Sub-unit F2

Parcels within this sub-unit include 83-3((1))22A and a portion of Parcel 22B. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide a focal point for the Penn Daw Community Business Center.

Land Unit G

The area along the east side of Route 1 south of Shields Avenue to Fairview Drive is planned for community-serving retail use up to .35 FAR. Existing conditions present an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. Development proposals for a single integrated project should meet the following conditions:

- Consolidation of Parcels 83-3((1))24, 24A and 24B is required with consolidation of additional lots encouraged. If full consolidation is not achieved, interparcel access to adjacent uses should be provided;
- Uses should include a well-integrated mix of retail, office and residential uses with an overall intensity up to .50 FAR. The level of non-residential development should not exceed one-third of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development in this land unit should be encouraged and retail floor area should be treated as one-half of commercial for purposes of determining the allowable square footage;
- Commercial uses should be located at the front of the property and oriented to Route 1. Residential uses should be located toward the middle and rear of the property with intensity tapered from mid-rise or garden-style apartments to townhouses located nearest to the existing adjacent neighborhood;
- Building heights should not exceed 55 feet and should taper down toward the existing single-family area;
- Steep slopes, existing vegetation, streams and floodplains located on the property should be preserved as private open space. This may require clustering of structures;
- Sufficient buffering and screening should be provided to mitigate adverse impacts on adjacent existing homes;
- Pedestrian circulation and the use of mass transit should be encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods; and
- Inclusion of urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

Land Unit H

Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for community-serving retail use up to .35 FAR. Additional free-standing uses should be discouraged and any modifications to the center should be responsive to public improvements in the area, including the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.

Land Unit I

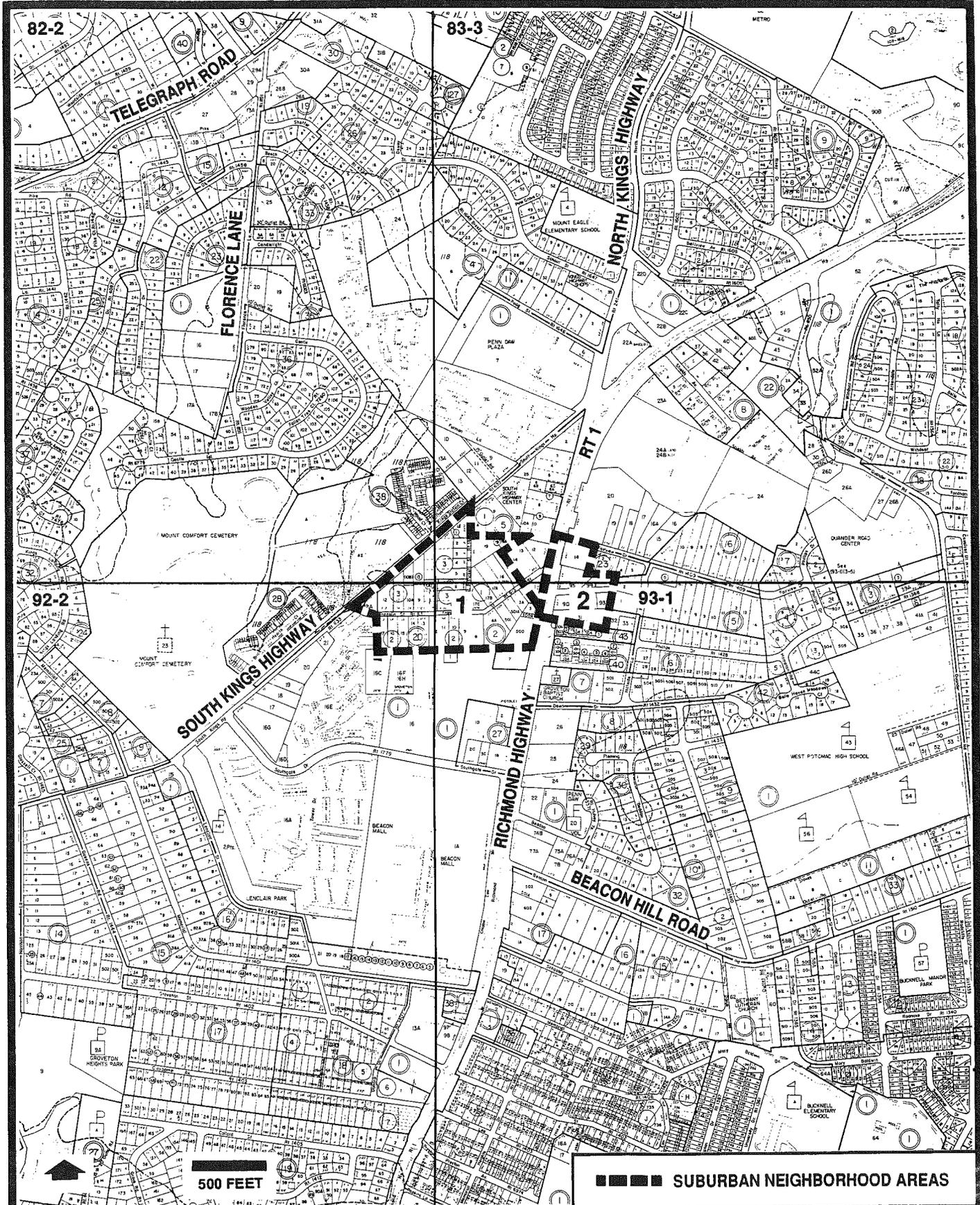
The triangle-shaped parcel bounded by Route 1 on the east, South Kings Highway on the west and the office located at the corner of South Kings Highway and Pickett Street and the Franklin office building at the northwest corner of Route 1 and Franklin Street is planned for community-serving retail or mixed-use up to .35 FAR. This area is a centerpiece of the Penn Daw Community Business Center and special attention to urban design elements will enhance its appearance and function.

As an option, office use up to .25 FAR is appropriate if substantial parcel consolidation is achieved.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN PENN DAW AND BEACON/GROVETON COMMUNITY BUSINESS CENTERS

(Refer to Figure 38A)

1. The area which fronts on the west side of Route 1 between Franklin Street and the Service Merchandise retail center north of Beacon Mall to South Kings Highway includes commercial and residential uses. If this entire area is substantially consolidated, it is planned for townhouse-style residential use at a density of 12-16 dwelling units per acre with community-serving retail uses integrated into the development. Development of this planned project should only be considered if the owners of homes along Franklin and Pickett Streets petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan. In any development proposal, the following conditions should also be met:
 - Access points to Route 1 and South Kings Highway should be consolidated and designed for safe ingress and egress to the project;
 - Commercial and residential building features should be compatible in scale, style and architectural materials;
 - Effective screening and buffering should be provided to adjacent land uses;
 - An efficient internal circulation pattern should be provided; and
 - Pedestrian circulation and the use of mass transit should be encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods as appropriate.
2. Lots fronting on the east side of Route 1 between Fairview Drive and Huntington Walk Condominiums and along Regan Street are planned for garden-style apartment residential use at 16-20 dwelling units per acre, with substantial parcel consolidation. Landscape materials should be selected and located to provide effective buffering and screening to the residential community to the east.



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**BOUNDARIES FOR SUBURBAN NEIGHBORHOOD AREAS
BETWEEN PENN DAW AND BEACON/GROVETON CBCS**

**FIGURE
38A**

BEACON/GROVETON COMMUNITY BUSINESS CENTER

Figure 38B indicates the geographic location of land use recommendations for this community business center.

This is the smallest of the community business centers located on Route 1 and is centered around Beacon Mall, an enclosed community shopping center. The retail use is continued to the north of Beacon Mall in the Service Merchandise Center which includes a large catalog store, toy store, auto service, bank and fast food restaurants. Office uses exist in the Metrocall building on the corner of Beddoo Street and Route 1 and at the Groveton Redevelopment site. Strip-retail uses are also prevalent primarily on the east side of Route 1 where commercially-zoned lots are shallow and abut stable residential neighborhoods.

The large retail centers on the west side of Route 1 provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. The planned use for Beacon Mall remains retail while an option for a mixed-use project is provided for the retail center located to the north of Beacon Mall. The Groveton Redevelopment site is planned for redevelopment to office space which will provide space for County human service and health related agencies. Office and retail uses are planned for the east side of Route 1. Intensities and heights on the east side of Route 1 are limited by the shallow depths and adjacent residential neighborhoods.

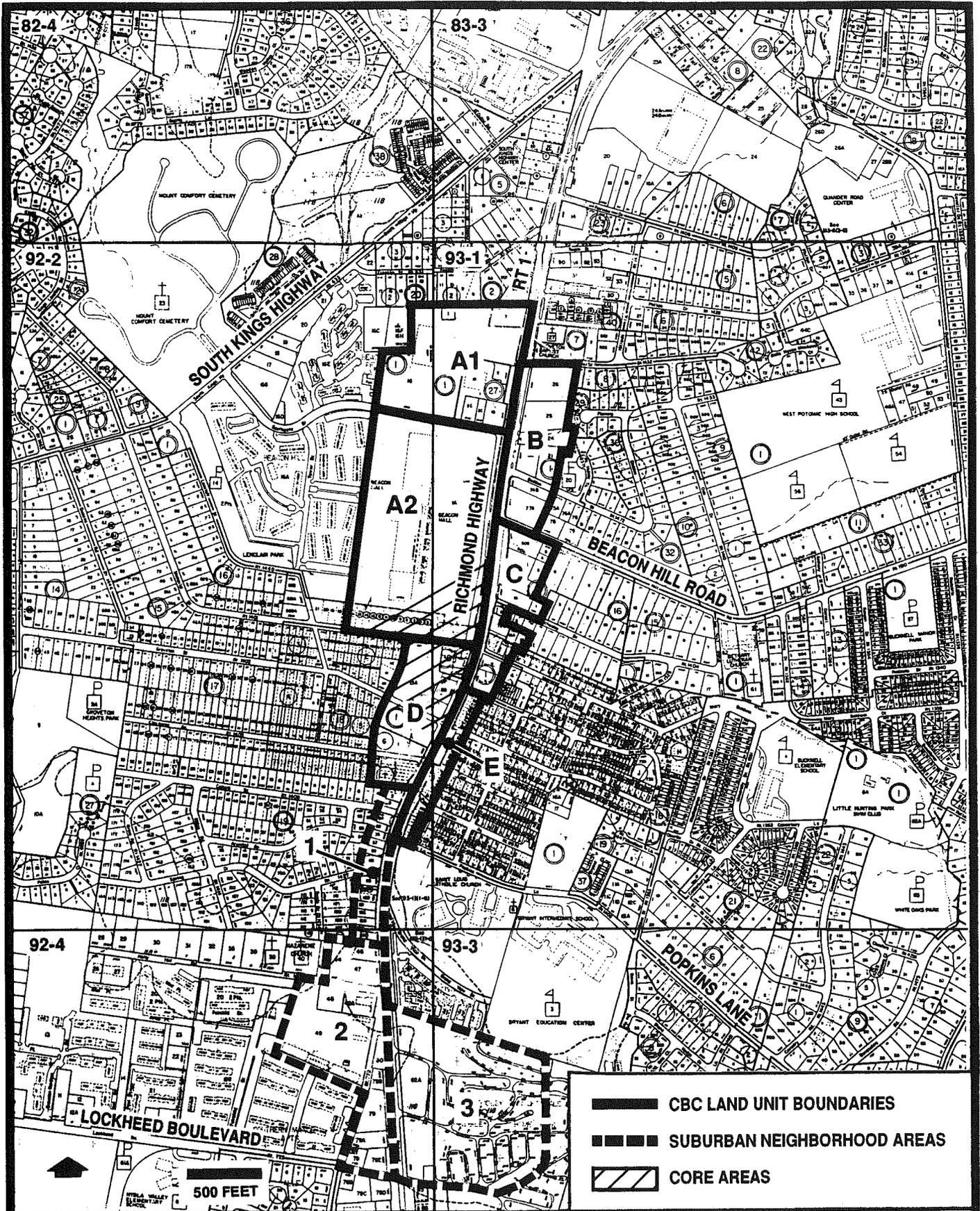
Sub-unit A1

Located at the northwest intersection of Route 1 and Southgate Boulevard, this area is planned for a well-designed, integrated mix of office and residential uses and/or a hotel/conference center up to .50 FAR, if the following conditions are met:

- Substantial consolidation must include Parcels 92-2((1))16, 93-1((2))7, 93-1((27))1, 1B, 1D, 2C, and 3C;
- At least 50 percent of the proposed development should be a mix of townhouse and garden apartment-style residences with townhouses located adjacent to the single-family residences that front on the western portion of Franklin Street;
- Office uses should be oriented toward and located along Route 1 with parking located away from Route 1, but well-screened and buffered from surrounding uses;
- Access points should be consolidated and an efficient internal circulation system provided;
- Effective buffering and screening should be provided to adjacent land uses;
- Pedestrian circulation and the use of mass transit should be encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;
- Southgate Drive should be improved to include a landscaped median for the length of the development; and
- The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide for landscaping, streetscaping and development plans.

Sub-unit A2

The area located on the west side of Route 1 between Southgate Boulevard and Memorial Street, is planned for a mix of office and retail uses at an overall intensity of up to .50 FAR. This site is the current location of Beacon Mall, a community-scaled enclosed shopping center with several freestanding uses. Additional freestanding uses in front of the shopping center should be discouraged. The following conditions should be met with any development proposal:



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BOUNDARIES FOR BEACON/GROVETON
COMMUNITY BUSINESS CENTER (CBC) AND SUBURBAN NEIGHBORHOOD AREA
BETWEEN BEACON/GROVETON AND HYLBA VALLEY/GUM SPRINGS CBCS

FIGURE
38B

- Additional office space constituting a "core area" should be located at the corner of Route 1 and Memorial Street across from the Groveton Redevelopment Area with an intensity of up to .70 FAR. Office development should be compatible with surrounding development in its design, architecture, landscaping and streetscaping. It is the intention of this Plan that the overall intensity of .50 FAR for the entire site should not be exceeded, but that the greater intensity allowed for the office building should be calculated within the overall floor area ratio for this sub-unit;
- Access points should be consolidated and an efficient internal circulation system provided;
- Effective buffering and screening should be provided to adjacent land uses;
- Pedestrian circulation and the use of mass transit should be encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;
- Southgate Drive should be improved to include a landscaped median for the length of the development; and
- Inclusion of urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Beacon/Groveton Community Business Center. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

Land Unit B

Lots fronting on the east side of Route 1 from Dawn Drive to Beacon Hill Road are planned for office use up to .35 FAR with maximum building heights of 40 feet. As an option, an FAR up to .50 may be appropriate if the following conditions are met:

- Consolidation of Parcels 93-1((1))21, 24, 25 and 26 or 74B and 77A and submission of an integrated development proposal;
- Unless warranted by building location, bulk and exceptional architectural design, as determined by the County, no building height should exceed 40 feet. In those cases where a higher structure is deemed to be acceptable, building heights should not exceed 55 feet, which is the approximate height of the existing office building on the northeast corner of Route 1 and Beddoo Street. In either case, structures should be oriented toward Route 1 away from the adjacent residential area located to the east;
- The development should display high-quality structural and site design and provide for enhanced stormwater management as determined appropriate by the County. Substantial landscaping and open space buffers should be included between the proposed office development and adjacent residential area to the east; and
- Roadway improvements should be built as needed to accommodate projected traffic volumes. A major access point should be located on Route 1 directly opposite Southgate Drive. The only access from Dawn Drive should be via the service drive along Route 1. Every effort should be made to minimize access to Beddoo Street, principally through consolidating parcels and coordinating the internal circulation design.

Land Unit C

Lots fronting on the east side of Route 1 between Beacon Hill Road and East Side Drive are planned for community-serving retail use up to .35 FAR with maximum building heights of 40 feet. Any redevelopment in this area should provide effective screening and buffering to the adjacent residential neighborhood. Consolidation of contiguous lots and access points, and the provision of attractive landscaping, efficient internal circulation patterns and pedestrian amenities are encouraged.

Land Unit D

The area between Route 1 and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Route 1 to the west.

Development on the southern portion of this tract should be maintained at .52 FAR. An FAR of .70 is appropriate for the portion north of Groveton Street if substantial parcel consolidation is achieved. An FAR of .50 is appropriate for the 3.3-acre school site provided that additional mitigative measures are incorporated. These should include landscaping, site design and architectural treatments. Development on the small group of privately-owned parcels along Route 1 should be limited to .40 FAR unless they are consolidated with the rest of this tract to the west.

Land Unit E

Lots on the east side of Route 1 from East Side Street to Popkins Lane are planned for townhouse-style office and retail use up to .30 FAR with maximum building heights of 35 feet. The following conditions should be met with any development proposal:

- Consolidation of commercially-zoned lots along Route 1 between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane;
- Buildings are oriented to Route 1 with parking located at the rear of the property; and
- Effective screening and buffering is provided between the proposed development and the adjacent residential neighborhood.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN BEACON/GROVETON AND HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTERS

(Refer to Figure 38B)

1. Parcels fronting on the west side of Route 1 from north of Collard Street to Parcel 92-2((19))105 located south of Spring Street are planned for residential use at 2-3 dwelling units per acre. These shallow lots may be further impacted by roadway widening which will severely constrain potential redevelopment. Existing vegetation should be preserved on these parcels to the extent possible and sidewalks along Route 1 should also be provided.
2. This land unit is bounded on the east by Route 1 from south of Spring Street to Lockheed Boulevard and on the south by Lockheed Boulevard and on the west by Fordson Road, Southern Manor Apartments and the Nazarene Church. With substantial parcel consolidation, it is planned for a well-integrated mix of garden-style apartments at 16-20 dwelling units per acre with compatibly-scaled townhouse-style retail and office components to an intensity up to .35 FAR. The following conditions should be met in any development proposal:
 - Disturbance to steep slopes and environmental features in this area should be minimized;
 - Access points should be well-designed, consolidated and oriented toward Holly Hill Road but no closer than 200 feet from Route 1;
 - No access points shall be provided onto Route 1;
 - Effective screening and buffering should be provided to the adjacent residential neighborhoods; and
 - An efficient internal circulation pattern including pedestrian travelways should be provided.

3. The Woodley Nightingale Redevelopment Area is located on the eastern side of Route 1 north of the Hybla Valley/Gum Springs Community Business Center. Approximately one-half of this nearly 50-acre mobile home park has been redeveloped as a mobile home park which meets modern standards. The remainder of this property has severe environmental constraints. This area is the subject of a special study area approved by the Board of Supervisors on December 3, 1990. A citizens task force has been appointed to help determine the future land use for this area. Recommendations resulting from this study will be considered at future public hearings.

HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER

Figure 39 indicates the geographic location of land use recommendations for this community business center.

Combined, the Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of this community business center. These two shopping centers provide over 550,000 square feet of retail space. The South Valley Shopping Center has recently been renovated and contrasts with the adjacent Mount Vernon Plaza which is in need of renovation.

North of these centers are areas of strip-commercial uses including auto dealerships, gas stations, convenience stores, home improvement establishments, fast food restaurants and auto repair businesses. Most of these establishments are located on relatively small parcels and oriented to the highway. Coordination of uses is minimal. Service drives have been built sporadically as newer development has occurred.

The Gum Springs Redevelopment Area is located at the southeast portion of this community business center. This area was settled in the early 19th century by Free Blacks and has local historic significance. Several long-established homes and community organizations, including churches and a community assistance program, are based here. The Gum Springs Redevelopment Plan recommends a mixture of residential, office and commercial uses provided that substantial consolidation is achieved, adverse development impacts are mitigated and improvements to the infrastructure, streetscape, transportation and circulation systems are provided. The residential portion is planned for a mix of townhouses, apartments and single-family homes.

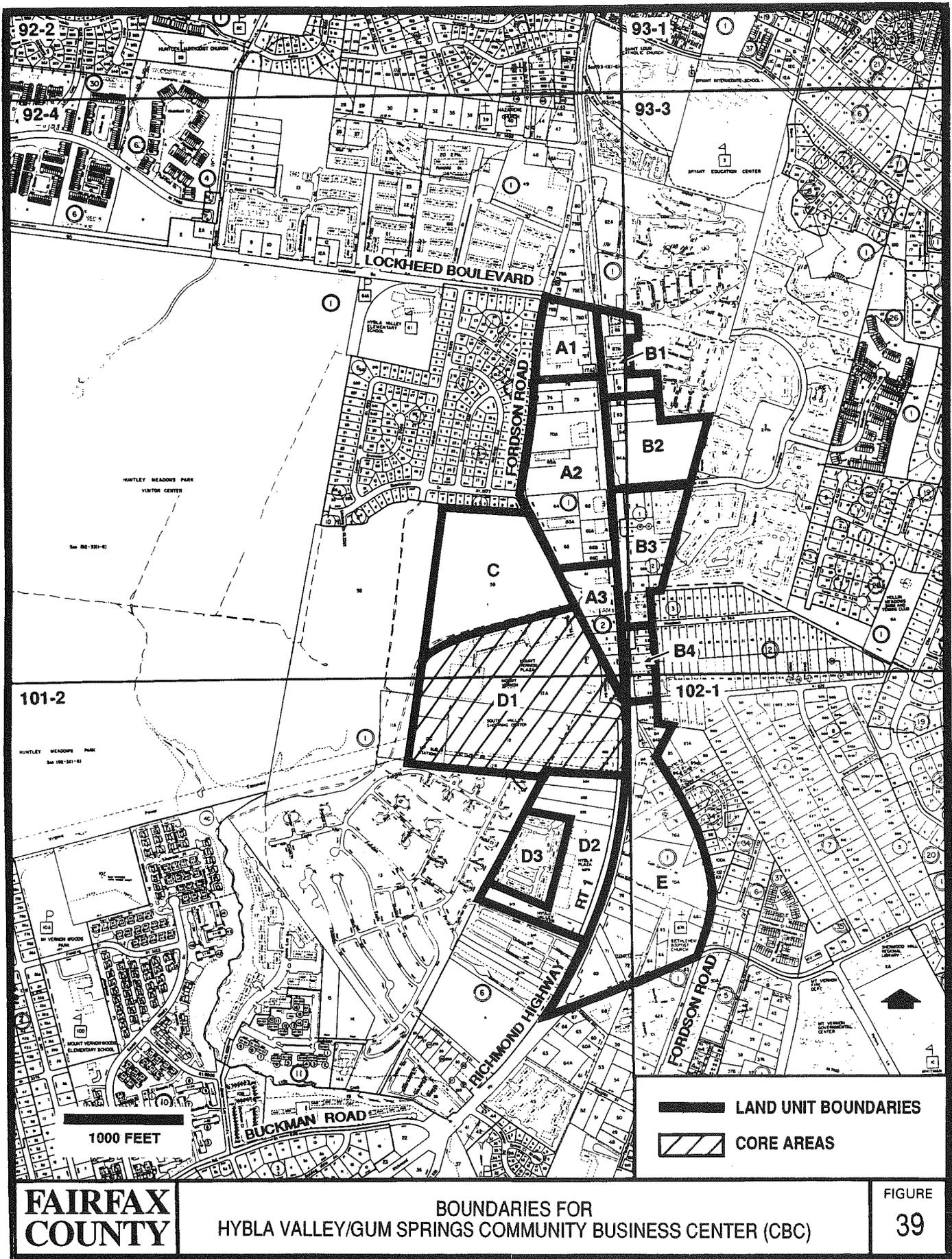
The Hybla Valley/Gum Springs Community Business Center has many constraints and opportunities. The redevelopment areas within the center seek to greatly improve the area by combining housing and employment opportunities in addition to the aesthetic improvements which will be provided through redevelopment. As these public and private redevelopment projects are realized, other private reinvestment is also expected to occur.

Sub-unit A1

This area includes parcels bounded by Lockheed Boulevard on the north, Fordson Road on the west and Route 1 on the east (tax map 92-4((1))77, 77A, 77B, 77C, 78B, 78C and 78D). This land unit is planned for townhouse-style office/retail use up to .35 FAR. Substantial parcel consolidation and building orientation toward Route 1 or Lockheed Boulevard should be provided with any development proposal. Development near Fordson Road and the Hybla Valley community should be well screened and buffered.

Sub-unit A2

This area is planned for community-serving retail use oriented toward Route 1. With substantial consolidation, this area is planned for a mix of retail and office uses with an overall intensity up to .50 FAR. Access points should be consolidated and an integrated internal circulation pattern should be provided with minimal access points to Route 1. Parking lots should be well landscaped and screened. Effective buffering and screening should be provided along Fordson Lane to provide a transition to the Hybla Valley community.



Sub-unit A3

This sub-unit is planned for community-serving retail use up to .35 FAR. With substantial consolidation, this area is planned for a mix of retail and office uses with an intensity up to .50 FAR. Access should be provided from Route 1 and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Transitional screening along Fordson Road and adjacent uses should be provided.

Sub-unit B1

Sub-unit B1 is located on the east side of Route 1 adjacent to Woodley-Nightingale Mobile Home Park and is planned for office and neighborhood-serving retail use. If substantial parcel consolidation is achieved, an FAR up to .35 and a maximum building height of 40 feet may be appropriate. Parking should be oriented to the rear of the lots and well-screened from the adjacent residences. A maximum of two access points along Route 1 should be provided.

Sub-unit B2

Sub-unit B2 is located at the northeast corner of Route 1 and Arlington Road. This area is planned for residential use at 16-20 dwelling units per acre. As an option, office use at an intensity of up to .35 FAR with building heights up to 40 feet may be appropriate. Under either alternative, the following conditions should be met:

- Substantial consolidation of parcels in this sub-unit is encouraged to facilitate a unified and coordinated development;
- The architectural quality of the proposed buildings should exhibit a creative and innovative design;
- The area devoted to open space should exceed the minimum Zoning Ordinance requirement of the site. This area should reflect a unified design that encourages social activity. Landscape materials should be located to provide visual relief between adjacent residential and, to a lesser extent, commercial properties;
- Parking and associated internal driveways should be principally oriented away from Route 1 to emphasize the quality of buildings, landscape and open space design;
- The height of buildings should not cause adverse visual impacts on the adjacent residential areas;
- Every effort should be made to provide additional alternative access other than from Arlington Drive;
- The existing vegetation should be retained and supplemented as appropriate to provide effective buffering and screening; and
- Interparcel access should be provided.

Sub-unit B3

Sub-unit B3 is located along the east side of Route 1 south of Arlington Drive. This area is planned for community-serving retail use up to .35 FAR with a maximum building height of 40 feet. Substantial consolidation of lots and access points is encouraged. An interparcel access road connecting Belvoir Road with Arlington Road should be constructed to facilitate local and site-generated traffic.

Sub-unit B4

Sub-unit B4 includes all contiguous commercially-zoned property on the east side of Route 1 between Woodlawn Trail and Boswell Avenue and is planned for townhouse-style or well-designed community-serving retail and office use up to .35 FAR with maximum building heights of 40 feet. Substantial consolidation should be achieved to create a unified, coordinated development. Special attention should be given to mitigation of commercial development impacts on the adjacent Hybla Valley Farms through effective screening and other transition techniques. Access should be consolidated and oriented to Route 1.

Land Unit C

Parcel 92-4(1)59 located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road is planned for residential use at 8-12 dwelling units per acre. As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, should be the most dense type of development to occur next to the Hybla Valley subdivision;
- Garden apartments should be restricted to the central and southern portions of the tract;
- The quality of construction and appearance of the development should be compatible with the Hybla Valley subdivision;
- Because of the high water table in the area, a drainage study should be undertaken to ensure that development will not add to existing drainage problems; and
- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

Sub-unit D1

Mt. Vernon Plaza and South Valley Shopping Center, located on the west side of Route 1 at Fordson Road, are planned as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, well-integrated mixed-use project up to .70 FAR, including residential, office and commercial uses. To be considered for redevelopment for mixed-use, the following conditions should be met:

- Full parcel consolidation is achieved;
- Effective buffering and screening to adjacent uses is provided;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights should be tapered down toward adjacent residential areas;
- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Hybla Valley/Gum Springs Community Business Center should be included. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide;

- The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site. Specifically, a transportation system should permit northbound Route 1 traffic to enter the site with no left turn across southbound Route 1. Similarly, traffic leaving the site should be able to access northbound Route 1 without a left turn lane. Any such access system should be designed so that visual impacts to surrounding residential neighborhoods are minimized. However, as this area is presently the subject of a special study, transportation recommendations should be handled in an out-of-turn Plan amendment pending the completion of the study; and
- Design of the project should not preclude a future Metrorail stop at this site.

Sub-unit D2

The three shopping centers in Sub-unit D2 (Hechingers, Hybla Plaza and Richmond Center) are planned for community-serving retail use with intensities up to .35 FAR. As an option, with substantial parcel consolidation, this sub-unit may also be appropriate for residential use at 16-20 dwelling units per acre. Any redevelopment proposed in these shopping centers should better integrate this area through improvements to interparcel and pedestrian access; internal circulation; landscaping, screening and buffering to adjacent residential uses; facade improvements and coordination of signage.

Sub-unit D3

This sub-unit contains the Richmond Square Apartments (also known as Belford Manor) and is planned for residential use at 16-20 dwelling units per acre.

Land Unit E

Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with the Gum Springs Neighborhood Improvement Program and Conservation Plan adopted by the Board of Supervisors on April 30, 1979. Redevelopment of the 32-acre area bounded by Route 1, Fordson Road and Sherwood Hall Lane and the Belle Haven Lodge property should be in accordance with the Gum Springs Redevelopment Plan adopted by the Board of Supervisors on April 16, 1990. The heritage resources within the historic community of Gum Springs should be protected in all development proposals.

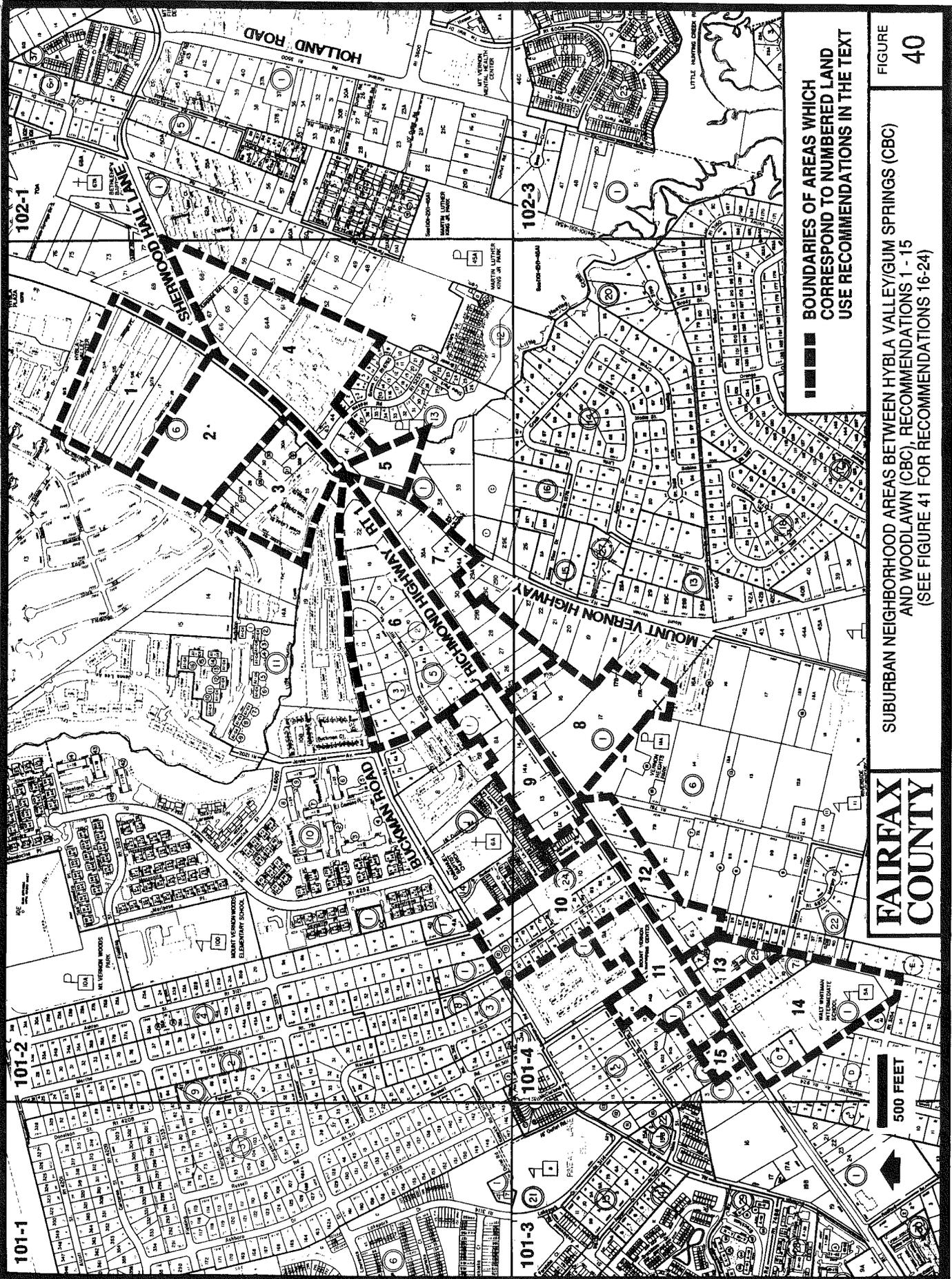
The Gum Springs Redevelopment Plan Area is planned for residential development at 5-8 dwelling units per acre and for office and commercial uses along the Route 1 frontage. Residential development at 16-20 dwelling units per acre and a reconfiguration of the strip commercial areas into areas of office and retail uses may be appropriate if the following conditions are met:

- Substantial consolidation of the land area, to include frontage along Route 1, is achieved to provide for coordinated redevelopment as a well-integrated, high-quality, planned development of residential and community-serving office and retail commercial uses.
- Residential development should consist of a mix of townhouses, apartments and single-family detached units. Landscape treatments should be used along Route 1 to buffer residential units from noise and visual impacts. Single-family detached houses should be located along the Fordson Road frontage and should be compatible with and provide a transition to the single-family detached neighborhood to the east. These houses should be effectively protected from any adverse impacts generated by adjacent higher intensity residential or commercial development through a combination of architectural and landscaping treatments.
- At a minimum, 12.5% of the total number of units proposed should meet the standards for affordable housing as determined by the Department of Housing and Community Development.

- New development is sensitive to the existing institutional uses, which have long-standing ties to the Gum Springs Community. Effective measures should be taken to protect these institutional uses from any adverse impacts generated by adjacent higher intensity residential, office or retail development through a combination of architectural and landscaping techniques.
- Office and retail development is architecturally compatible with adjacent residential uses, fronts on Route 1 and is oriented to community needs and services. When reconfigured, commercial development should be located south of Parcel 101-2((1))76 and north of Parcel 102-1((1))77. A mix of office development up to .35 FAR and retail development up to .25 FAR is appropriate. Townhouse-style office development not to exceed 40 feet in height is recommended. Retail development shall also not exceed 40 feet in height. Auto-oriented uses that contribute to strip commercial-type development are not appropriate.
- Pedestrian connections to the adjacent neighborhoods are provided as part of a continuous, coherent urban design treatment. Streetscape improvements along Route 1 should be in general conformance with the design standards outlined in the Route 1 Urban Design Study in draft or as may be adopted by the Board. Usable open space to serve the residents should be provided in conjunction with any multi-family residential development.
- Mitigation is provided for noise impacts, drainage, and poor soil conditions and existing vegetation is incorporated in the project design.

Redevelopment of the Gum Springs Redevelopment Area should be based upon the following considerations:

- Intersection improvements along Route 1 in the vicinity of the redevelopment area and between the redevelopment area and the shopping centers on the west side of Route 1 are required to enhance traffic safety and flow. These improvements may require the realignment of or changes to the Fordson Road/Route 1 intersection, relocation of median cuts and traffic signals on Route 1 between Sherwood Hall Lane and Boswell Avenue, and improvements in the service roads and curb cuts on the west side of Route 1. However, Fordson Road should not be extended to Boswell Avenue, and any access between the redevelopment area and Boswell Avenue should be provided in the form of a travelway.
- Provision for safe pedestrian access from the redevelopment area to the shopping centers on the west side of Route 1.
- Retention of the present configuration of Sherwood Hall Lane at its intersection with Route 1, specifically: two travel lanes with the development of a dedicated right turn lane within 100 yards of its western terminus at Route 1 and with all current lane markings to be retained as now existing to within 100 yards of this western terminus.
- Consolidation of access points to the property along the Route 1 frontage.
- Provision for interparcel access connecting the various sections of the redevelopment area.
- Provision on Route 1 for an additional northbound lane from Sherwood Hall Lane to Boswell Avenue for right turns, deceleration/acceleration, and future widening.
- Provision for bus pullouts and continuous sidewalks along the Route 1 frontage.
- In the event that grade-separated improvements to Route 1 become necessary in the vicinity of the redevelopment area in the future, alignments should seek to minimize visual impacts on homes to the east.



**SUBURBAN NEIGHBORHOOD AREAS BETWEEN
HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER
AND WOODLAWN COMMUNITY BUSINESS CENTER**

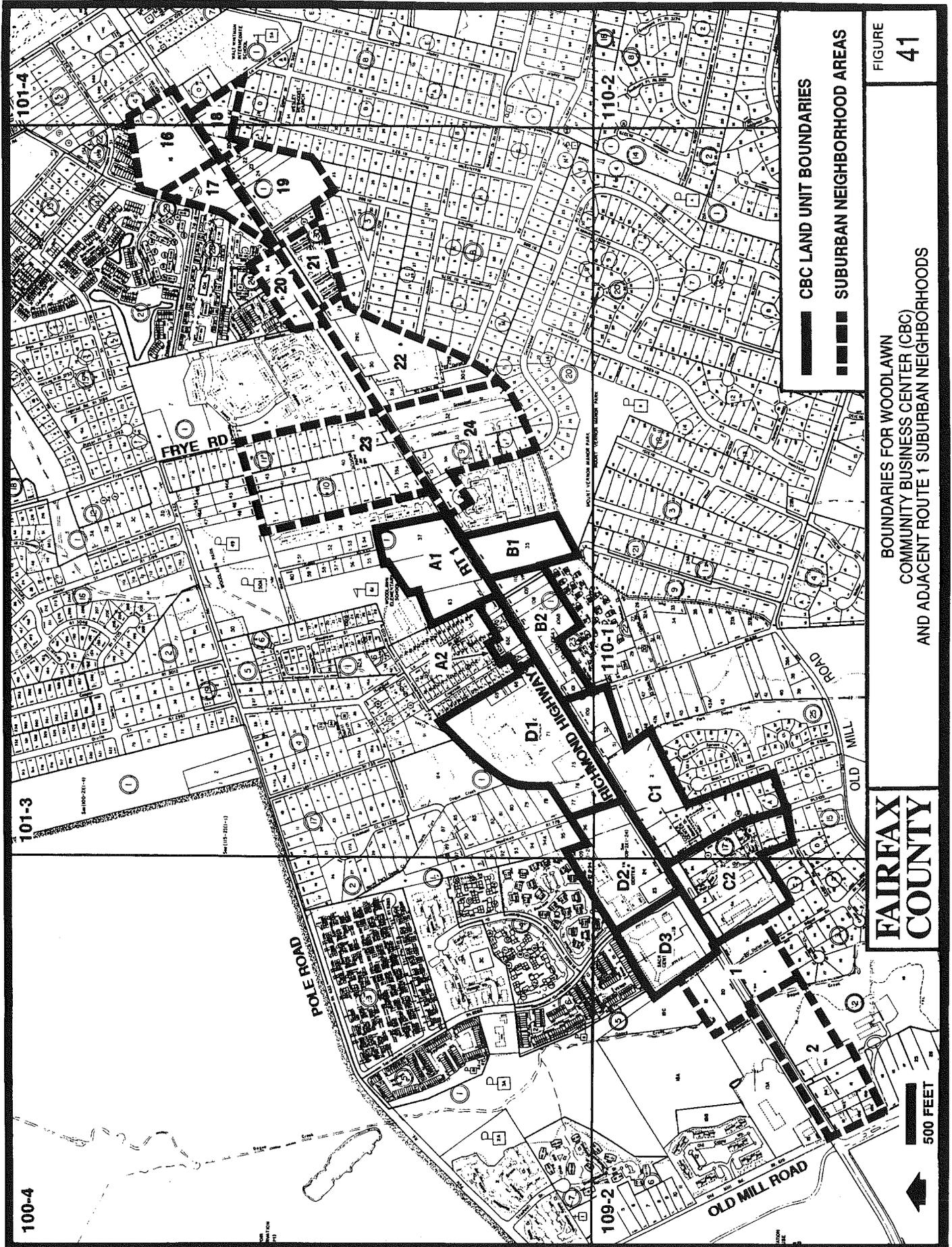
(Refer to Figure 40 for recommendations 1-15 and to Figure 41
for recommendations 16-24)

1. The area located on the west side of Route 1 between Hybla Valley Center and the Multiplex Theatres is planned for a residential mobile home park. Physical conditions of the two existing mobile home parks should be improved. As an option, with full consolidation, residential use at 16-20 dwelling units per acre may be appropriate. For any development proposal, access and circulation patterns should be consolidated and redesigned for better efficiency including interparcel connection of the existing service road and access aligned at the existing traffic light. Development at the option level should provide for a component of affordable dwelling units above that required by the Affordable Dwelling Unit ordinance to provide for the relocation of residents of the existing mobile home parks.
2. The Multiplex Theatre is planned for community-serving retail use up to .35 FAR.
3. The area bounded by Ladson Lane on the north, Route 1 on the east, Audubon Mobile Home Park on the west and Little Hunting Creek on the south is planned for residential use at a density of 5-8 dwelling units per acre. Substantial parcel consolidation should be accomplished to allow for a well-designed project. Access points should be consolidated and oriented toward Ladson Lane. Parcel 101-2((6))25 is the current location of a mobile home park, much of which has been developed in the Little Hunting Creek floodplain. Mobile homes currently located in the floodplain should be relocated into any areas planned for mobile home park. The environmental quality corridor located on Parcel 25 should be preserved for open space.
4. The area on the east side of Route 1 from Sherwood Hall Lane to Little Hunting Creek is located within the Gum Springs Conservation Area and is planned for uses as recommended in the Gum Springs Conservation Plan.
5. The property located on the east side of Route 1 south of Little Hunting Creek near Mount Vernon Highway (tax map 101-2((1))37) is planned as open space to protect the integrity of the environmental quality corridor.
6. The area fronting on the west side of Route 1 south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. As an option, a mix of predominantly residential use at 8-12 dwelling units per acre with local-serving, compatibly-designed commercial uses at an overall intensity up to .35 FAR may be appropriate. Development at the option level should only be considered if the owners in the Rolling Hills neighborhood petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan. In any development proposal, the following conditions should be met:
 - Primary access should be provided at Janna Lee Avenue;
 - A service drive with right-turn lanes in and out of Buckman Road and interparcel access should be provided; and
 - Disturbance to steep slopes in this area should be minimized.
7. Parcels located along the east side of Route 1 from its intersection with Mount Vernon Highway to and including Parcel 101-2((1))25 are planned for residential use at 5-8 dwelling units per acre. If substantial consolidation of these parcels is achieved, residential use at 8-12 dwelling units per acre may be appropriate to provide a transition to the adjacent single-family dwellings. Access points should be consolidated. Effective screening and buffering should be employed to provide a visual barrier between the existing residences and planned units as well as along Mount Vernon Highway. Existing retail, commercial uses on Parcels 34, 34A, 35A and 36 are appropriate to be retained up to .30 FAR.

8. Parcels located on the east side of Route 1, (tax map 101-4((1))15-17B), are planned for garden-style residential use at 16-20 dwelling units per acre provided that these parcels are consolidated and a unified development plan is submitted. Structures should be clustered away from Route 1 on Parcel 17 to retain some of the existing open space along Route 1. Sufficient screening and buffering should be provided to adjacent residential lots.
9. Parcels located on the west side of Route 1 between Janna Lee Avenue and the Roxbury of Mt. Vernon townhouse community are planned for a mix of predominantly residential use at a density of 8-12 dwelling units per acre and community-serving commercial uses up to .35 FAR with substantial parcel consolidation. Access points should be consolidated. Screening should be employed to provide a visual barrier between the existing residences and planned units and along Route 1.
10. This area is bounded on the north by Roxbury of Mt. Vernon Townhouses, Buckman Road on the west, Route 1 on the east and the Mt. Vernon Shopping Center on the south and is planned for residential use at 5-8 dwelling units per acre. As an option, if the land unit is completely consolidated, a density of 12-16 dwelling units per acre may be appropriate. Development at the option level should be considered only if the owners of property along Martha Street east of Buckman Road petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.
11. Lots fronting on the west side of Route 1 from and including Mt. Vernon Shopping Center to Gregory Street are planned for neighborhood-serving retail use with intensities up to .25 FAR.
12. Parcels fronting on the east side of Route 1 from Central Avenue to Reddick Avenue are planned for townhouse residential use at 5-8 dwelling units per acre with the following conditions:
 - Substantial consolidation of parcels is achieved;
 - Access points are consolidated;
 - A well-integrated development plan with an efficient internal circulation pattern is provided; and
 - Effective screening and buffering is provided to the existing adjacent residential properties.
13. Mt. Zephyr Business Center is planned for office/retail use up to .35 FAR with maximum building heights of 40 feet.
14. The Old Mount Vernon High School located on the east side of Route 1 between Maury Place and Mohawk Lane is planned for public facilities use. The school should be retained in County ownership and preserved as a local historic site. The two parcels located at the northeast corner of Route 1 and Mohawk Street adjacent to the Old Mount Vernon High School are planned for institutional use. Any design and development plan should be compatible with the historic nature of the Old Mount Vernon High School.
15. Parcels 101-4((4))1 and 2, located at the southwest corner of Route 1 and Gregory Drive, are planned for neighborhood retail/office use up to .25 FAR. The design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. Adverse impacts of proposed development to neighboring residential uses should be mitigated.

The following recommendations are shown on Figure 41.

16. This area includes Parcels 101-3((1))16 and 101-4((1))3, 4 and 5, located on the west side of Route 1 south of Gregory Drive which are planned for residential use at 8-12 dwelling units per acre.
17. This area, located at and north of the intersection of Route 1 and Buckman Road, is planned for community-serving retail use up to .35 FAR. The following conditions should be met:



- Substantial parcel consolidation;
- Buildings are oriented toward Route 1;
- Parking is well-landscaped and placed away from Route 1 or Buckman Road;
- An efficient internal circulation system is provided;
- Dedication of needed right-of-way is provided; and
- Sufficient buffering is provided to adjacent properties.

As an option, if the parcels described in recommendations 16 and 17 are substantially consolidated, a mixed office and residential development may be appropriate if the following conditions are met:

- A minimum of fifty percent of the total consolidated land area is developed for residential use at 12-16 dwelling units per acre;
 - The remainder of the consolidated site should be developed as office use at an intensity up to .25 FAR;
 - Building heights should be tapered down toward Buckman Road and adjacent residential uses;
 - Dedication of needed rights-of-way for planned road improvements is provided;
 - Sufficient buffering, screening and landscaping is provided, especially to adjoining existing and planned residential uses;
 - An efficient internal circulation system is provided;
 - Access is provided to Route 1 via Pole Road; and
 - The undeveloped land north of the open storm swale remains in open space use.
18. This area includes properties located on the east side of Route 1 between Mohawk Lane and Radford Road and is planned for residential use at 5-8 dwelling units per acre. Substantial lot consolidation should be achieved and a landscaped open space buffer should be provided adjacent to the existing residential community.
 19. This tract is located on the east side of Route 1 between Parcel 101-3((1))21 and south of Radford Avenue and planned for residential use at 5-8 dwelling units per acre.
 20. This area is located on the west side of Route 1 between the southern end of Buckman Road and Blankenship Street and is planned for townhouse-style office and retail use up to .35 FAR. Parcels should be fully consolidated to provide for a unified development. Buildings should be oriented toward Route 1 with parking located to the rear.
 21. Potomac Square is planned for townhouse-style office/retail use up to .35 FAR with building heights up to 40 feet.
 22. The area located on the east side of Route 1 south of Potomac Square Center to Parcel 101-3((1))31C north of the Engleside Trailer Park is planned for residential use at 5-8 dwelling units per acre. Residential uses should be designed to provide for a transition to the adjacent single-family residential neighborhood by providing the required buffering and screening to adjacent neighborhoods. No access should be provided to any proposed development from existing streets in the Mt. Zephyr community.

23. The area located on the west side of Route 1 between Frye Road and Skyview Road is planned for community-serving retail use up to .35 FAR. As an option, if substantial parcel consolidation is achieved between the commercial and residential properties as shown in the boundaries in Figure 41, development of a well-integrated, mixed-use project consisting of two-thirds residential use and one-third townhouse-style office/retail use up to .35 FAR may be considered. Residential density should be in the range of 8-12 dwelling units per acre. Development at the option level should be considered only if the owners of residential property in the area between Frye Road and Sky View Road east of Manor Drive petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.
24. This area includes the Engleside Trailer Park and Ray's Mobile Colony north of the intersection of Forest Place and Route 1 and commercial uses fronting on Route 1. This area is planned for residential use at 5-8 dwelling units per acre. If full consolidation is achieved, this area may be appropriate for a mixed-use development with residential, office and retail uses. At least seventy-five percent of the total development should be developed as residential at 8-12 dwelling units per acre with a component of up to 25 percent of the total site area developed with retail and office uses at an intensity of .35 FAR. Development at the option level should provide for a component of affordable dwelling units above that required by the Affordable Dwelling Unit ordinance in order to provide for the relocation of residents of the mobile home park.

WOODLAWN COMMUNITY BUSINESS CENTER

Figure 41 indicates the geographic location of land use recommendations for this community business center.

The Woodlawn Community Business Center is primarily centered around three shopping centers located on the west side of Route 1: Woodlawn Shopping Center, Engleside Plaza and Sacramento Center. On the east side of Route 1 is an abundance of strip commercial uses including fast food restaurants, auto repair establishments and converted residences. One small shopping center, Cooper Center, is also located on the east side of Route 1 in the Woodlawn Community Business Center. A newer development, Pear Tree Village, offers a well-designed collection of locally-oriented retail and service businesses.

Dogue Creek and associated environmental quality corridors traverse this area of Route 1. Some businesses established in environmentally-sensitive areas exist as grandfathered non-conforming uses.

Woodlawn Plantation, Mount Vernon and Fort Belvoir are located nearby and influence this community business center. Redevelopment opportunities exist for businesses, stores and services related to the expanding military post and these national tourist-oriented, historic sites.

Sub-unit A1

Sub-unit A1 is located on the west side of Route 1 between Osman Drive and north of Highland Lane and is planned for community-serving retail/office use up to .35 FAR. With consolidation of contiguous parcels, a mixed-use development with one-third of the overall development consisting of commercial use up to .35 FAR with the remainder as residential use at 8-12 dwelling units per acre may be considered. Sufficient buffering and screening, and efficient circulation patterns should be provided as part of any development plan.

Sub-unit A2

Sub-unit A2 is located on the west side of Route 1 immediately north of Highland Lane to Engleside Shopping Center and is planned for neighborhood-serving retail use up to .25 FAR. As an option, neighborhood-serving office use up to .25 FAR may be appropriate if buildings are designed to be residential in appearance. In any development proposal parcel consolidation is encouraged. Access points should be minimized and effective screening and buffering should be provided to the adjacent single-family residences located to the north.

Sub-unit B1

Sub-unit B1 is located on the east side of Route 1 south of Washington Square Apartments and planned for residential use at 5-8 dwelling units per acre. The southeast corner of this lot, consisting of approximately three acres, abuts Mount Vernon Manor Park and should be dedicated as an addition to the park, with trail access to a safe crosswalk provided in both the park extension and the residential development. Only one access point to Route 1 should be provided. An efficient internal circulation pattern and sufficient buffering and screening should be integral to the development plan.

Sub-unit B2

Sub-unit B2, located on the east side of Route 1 between the Virginia Power substation and Lukens Lane, is planned for residential use at 5-8 dwelling units per acre.

Sub-unit C1

Sub-unit C1 is located along the east side of Route 1 between Lukens Lane and Cooper Road to Cedar Road and is planned for office and neighborhood-serving retail use up to .25 FAR and maximum building heights of 35 feet. Open space should be preserved around the environmental quality corridor surrounding Dogue Creek as shown on the Plan map. Buildings should be oriented toward Route 1 with parking located to the rear which is well-screened and buffered from adjacent residential uses. As an option, if parcels are substantially consolidated, a mixed-use project at an overall intensity up to .50 FAR may be appropriate if the following conditions are met:

- Residential use should comprise at least two-thirds of the gross floor area with the remainder as office and retail uses;
- Consolidation of parcels should include the environmental quality corridor surrounding Dogue Creek which should be preserved as open space, does not require the inclusion of the Cooper Center;
- Commercial uses should be oriented toward Route 1 and residential uses away from Route 1;
- Dedication of needed right-of-way for planned roadway improvements should be provided;
- Access points should be consolidated and an efficient internal circulation system provided; and
- Substantial buffering and screening should be provided to adjacent residential and other existing uses.

Sub-unit C2

Sub-unit C2 is located along the east side of Route 1 south of Cooper Road. Parcels 109-2((2))3, 3A, 4, 4A, 5, 5A; 110-1((17))3, 19 and 19A, 110-1((15))1, 2 and 3 are planned for neighborhood retail use at .25 FAR with maximum building heights of 35 feet. Parcel 109-2((2))5 and 6A are planned for residential use at 16-20 dwelling units per acre with an option for hotel use.

In any retail development proposed for this sub-unit, buildings should be oriented toward Route 1 with parking located to the rear. Parking areas should be well-screened and buffered from adjacent residential planned uses. Impacts on the adjacent environmental quality corridor should be mitigated.

Sub-unit D1

This sub-unit primarily consists of the Engleside Plaza Shopping Center and other strip commercial uses located on the west side of Route 1 north of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit D1 is planned for mixed-use development including office and commercial uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels should include the environmental quality corridor surrounding Dogue Creek which should be preserved as open space;
- Building heights should taper down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements should be provided;
- Substantial buffering and screening should be provided to adjacent residential and other existing uses;
- Retention of existing basic commercial uses (i.e. grocery, pharmacy) currently located in the Engleside Plaza Center; and
- Inclusion of urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

Sub-unit D2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Route 1 south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit D2 is planned for mixed-use development including office and commercial uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels should include the environmental quality corridor surrounding Dogue Creek which should be preserved as open space;
- Building heights should taper down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements should be provided;
- Access points should be consolidated and an efficient internal circulation system should be provided;
- Substantial buffering and screening should be provided to adjacent residential and other existing uses;
- Retention of existing basic commercial uses currently located in the Woodlawn Plaza Center is encouraged; and
- Inclusion of urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

Sub-unit D3

Located at the southwest corner of Route 1 and Sacramento Drive, Sacramento Center is planned for community-serving retail use with an intensity of up to .35 FAR.

SUBURBAN NEIGHBORHOOD AREAS OUTSIDE WOODLAWN COMMUNITY BUSINESS CENTER

(Refer to Figure 41)

1. Parcels 109-2((2))7A, 9, 10, 19 and 20 on both sides of Route 1 are predominantly floodplain and planned for open space.

2. The parcels fronting on the east side of Route 1 from Parcel 109-2((2))10 to Mount Vernon Memorial Highway including Parcels 109-2((2))10A-13D are planned for low intensity commercial uses up to .25 FAR. Development proposals should be consistent and compatible with those approved uses within the Woodlawn Historic District and may include uses such as hotels, restaurants, and tourist-oriented retail shops such as crafts, antiques and collectibles.

As an option and with full parcel consolidation, this area is planned for a well-designed hotel up to .35 FAR to serve Fort Belvoir and this tourist-related area. If this option is exercised, the following conditions should be met:

- Screening, landscaping and buffering should be provided in excess of that required in the Zoning Ordinance;
- Design, architecture and building materials and heights should be compatible with the Woodlawn Historic Overlay District Ordinance and approved by the Architectural Review Board;
- No access shall be provided on Mount Vernon Memorial Highway;
- Traffic and environmental impacts should be mitigated;
- Internal pedestrian, bicycle and vehicular circulation should be well-designed and efficient to promote greater pedestrian/bicycle usage; and
- Urban design elements, such as public art, pedestrian plazas, streetscaping, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point at the "gateway" to upper Route 1 should be included. The draft Route 1 Urban Design Study, as may be adopted in the future by the Board of Supervisors, should be used as a guide.

Transportation

Transportation recommendations for the Route 1 Corridor are shown on individual sector maps attached to each sector plan. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Along the Route 1 Corridor, the following transportation system improvements and planning should be treated as the highest priorities for implementation:

- Access to/from the City of Alexandria - Coordination and cooperation with the City of Alexandria and the State of Virginia towards improving the flow of traffic along Route 1. System considerations should include both improvements to Route 1 and to the Capital Beltway as well as the compatibility of improvements in the City of Alexandria and Fairfax County.
- Service Drives - Develop and implement a service drive plan, compatible with Route 1 mainline improvements. In developing this plan, consideration should be given to the desirability of one-way versus two-way options. The Plan should address design and operational guidance covering features including access management, the consolidation and elimination of access points, connections to/from the mainline facility, signalization and turn prohibitions. The implementation process of the service drive plan should be developed concomitantly.

- **Public Transportation** - Develop and implement a public transportation plan, consistent with County policies to reduce the reliance upon single occupant vehicle use. This plan should address long-term public transportation aspects which are compatible with existing transit services yet provide opportunities for the provision of new services. Consideration should be given to long range options which allow for the implementation of fixed and semi-fixed operation such as bus and rail systems or shuttle bus services.
- **Mainline Widening of Route 1** - Provide additional roadway capacity along the mainline of Route 1. Considerations for additional capacity should include options of improved signalization, high occupancy vehicle lanes and other peak hour operational restrictions which could improve traffic flow with a minimal widening of the existing mainline. Reversible lanes should be considered as an option south of the Fairfax County Parkway.

Urban Design Guidelines

The following performance criteria are guidelines for the evaluation of development plans within the Route 1 Corridor. Acceptable prescriptive examples that may satisfy these performance criteria have been drafted as a dynamic report with Route 1 Urban Design Guidelines for approval and amendment by the Fairfax County Board of Supervisors from time to time.

Site Planning Checklist

- **General**
 - Integrate new development with existing and future adjacent land uses appropriately; ensure that new development provides adequate, safe auto and pedestrian access.
 - Encourage type and scale of commercial office uses which will serve local area needs.
 - Utilize criteria for shared parking and open space between uses in site development, if feasible.
 - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
 - Preserve or recover and record significant heritage resources.
- **Access/Roads/Parking**
 - Provide adequate, safe auto access.
 - Provide well-screened off-street parking areas; keep these parking lots in scale with the development and neighborhood.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
 - Reduce impervious surfaces as much as possible (drives, parking, buildings, etc.) through use of cluster design or other techniques.
 - Provide an attractive appearance oriented toward the street, through use of screening, landscaping and/or buffering service areas from public view.
- **Open Space/Community Facilities**
 - Integrate natural open space amenities into overall site design and utilize natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
 - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
- **Buffers**
 - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
 - Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.

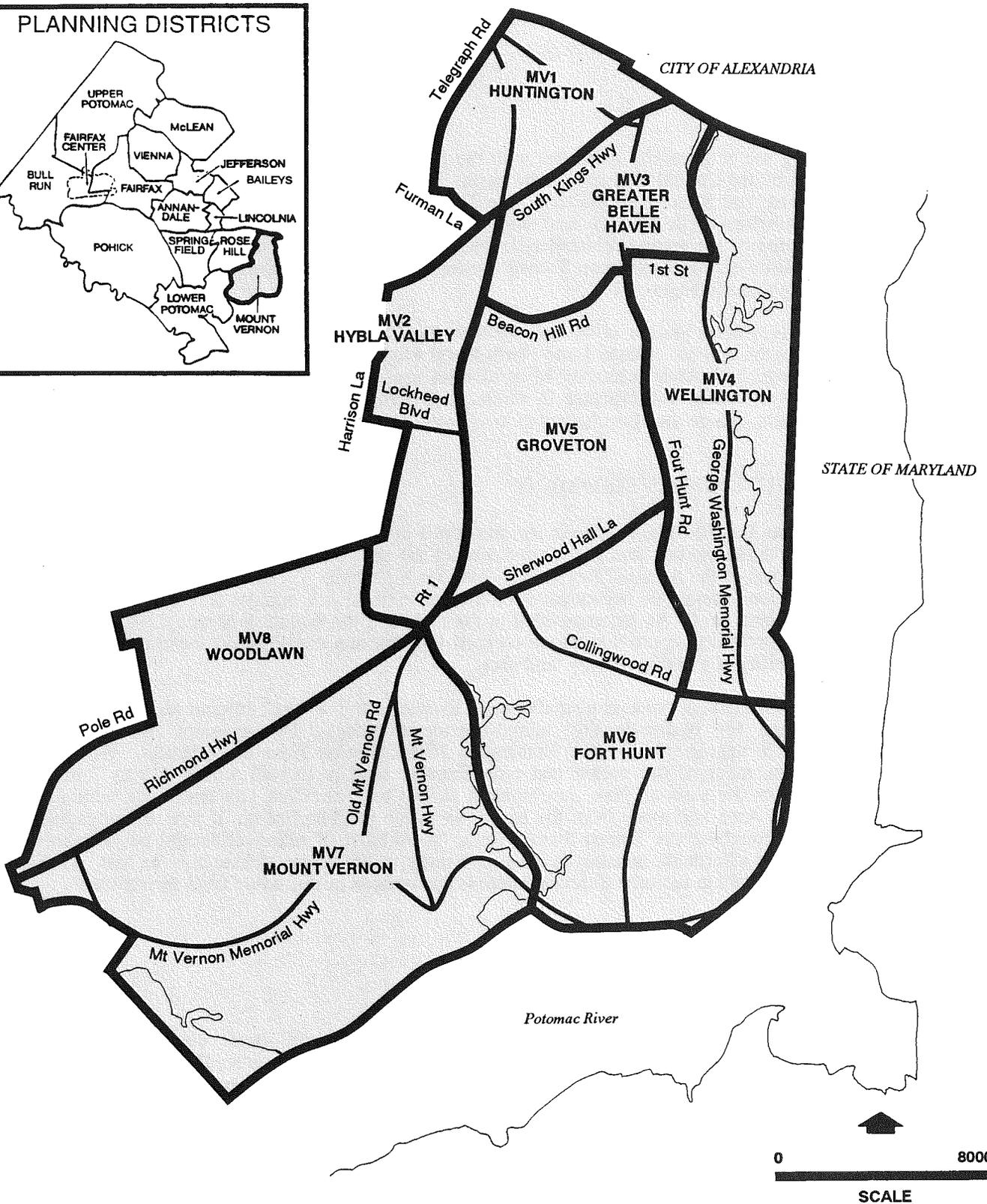
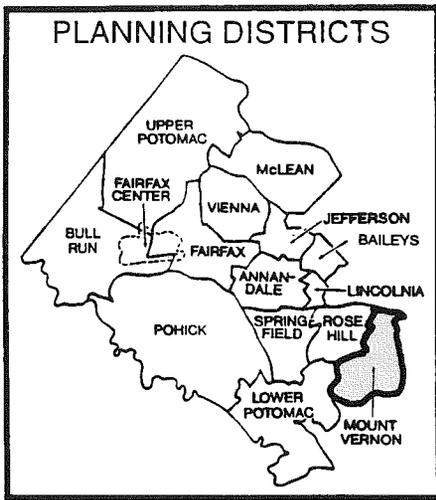
- Take advantage of natural landscape edges and elements in buffering and defining neighborhoods and centers.
- Utilize architectural and landscape elements (such as walls, buildings, berms, trees, etc.) as visual and roadway noise buffers.
- **Utility/Service Areas**
 - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Screen all service/maintenance areas from public view.

Architectural Design Checklist

- **Scale/Mass/Form**
 - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
 - Create interest through sensitive detailing.
 - Utilize varied building facades to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like areas to reinforce neighborhood scale, where appropriate.
- **Functional Relationships/Facade Treatment**
 - Site buildings with respect to natural topography.
 - Establish consistent architectural themes within CBCs or Development Centers utilizing similar architectural materials.

Landscape Architectural Checklist

- **Landscaping**
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
 - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
 - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
 - Utilize special landscape treatments to identify and reinforce entry areas.
 - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- **Site Furnishings/Signing and Lighting/Walls**
 - Provide well-designed commercial and residential development entry signs.
 - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should have consistent signs and visible building numbers.
 - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
 - Ensure architectural theme and light fixture style consistency.
 - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.



MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

OVERVIEW

This planning sector generally coincides with the Huntington Transit Station Area. The sector is generally bounded by the Capital Beltway on the north, Telegraph Road, Furman Lane and South Kings Highway on the west and Route 1 on the east. The Transit Station Area is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington Transit Station Area and the Transit Development Area are outlined on the area maps in Figure 43.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Route 1 and North Kings Highway. The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from older single-family detached and duplexes in stable neighborhoods to newer high-rise apartment and condominium projects. There are also clusters of local retail development located at major intersections.

CONCEPT FOR FUTURE DEVELOPMENT

The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the six Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses.

The Transit Development Area, is a smaller area, located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the Transit Station Area, most of the vacant and redevelopable land is located within a 5 to 7 minute walking distance from the station. New development should be channelled into land units within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area impacted by these recommendations is divided into land units as presented in Figure 43. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro station and preserving the existing stable neighborhoods around the station.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The Huntington sector has areas of stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

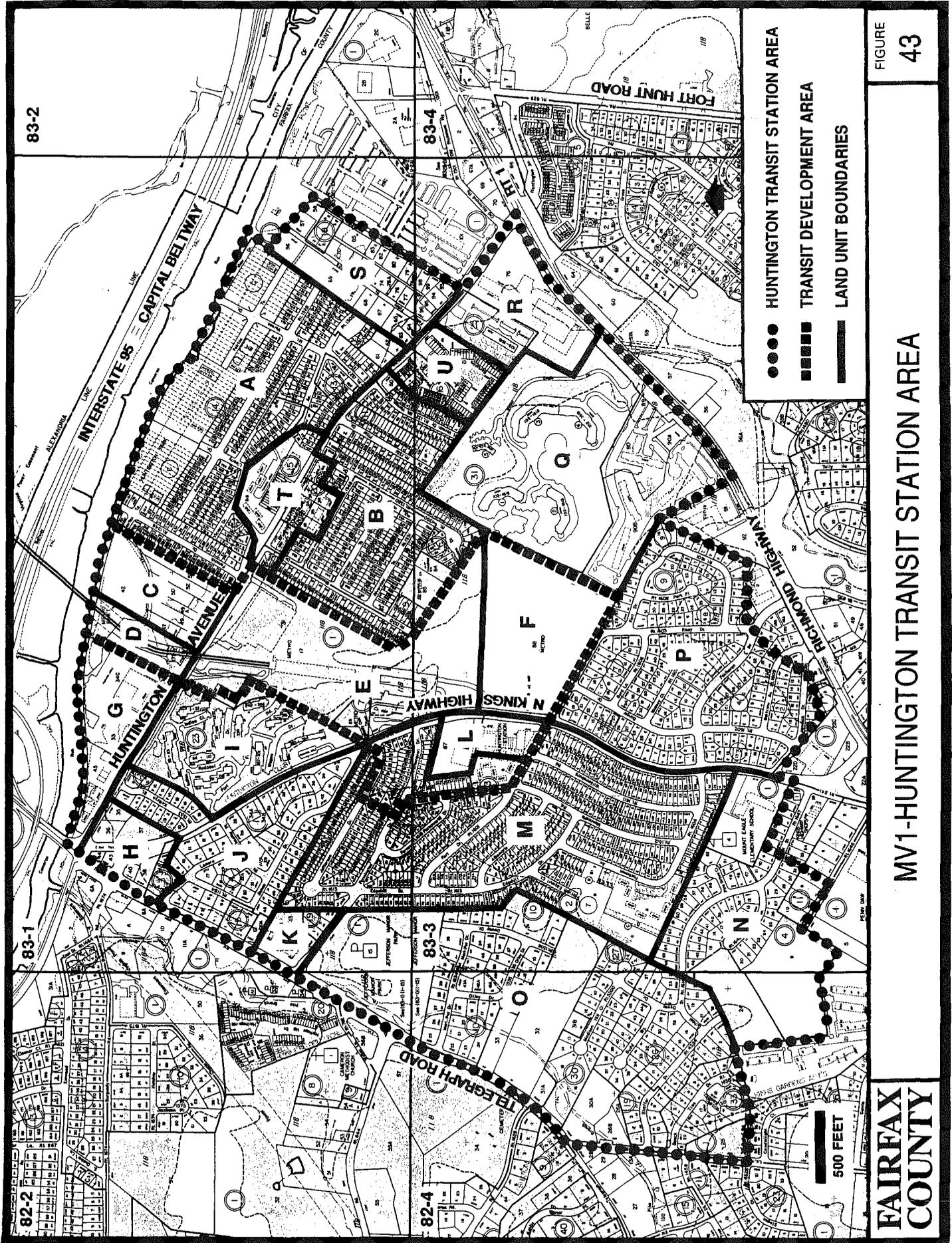


FIGURE 43

MV1-HUNTINGTON TRANSIT STATION AREA

FAIRFAX COUNTY

By its distinct character, the Huntington Transit Station Area warrants special development conditions and incentives that may not be applied elsewhere in the County. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

Traffic reduction measures such as ride-sharing, transit incentives and other transportation systems management strategies are applicable to this area. While the County is striving to implement the planned road improvements and encouraging the use of transportation systems management strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation systems management, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the Huntington Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Huntington Transit Station Area should be encouraged to improve.

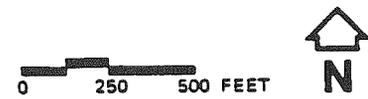
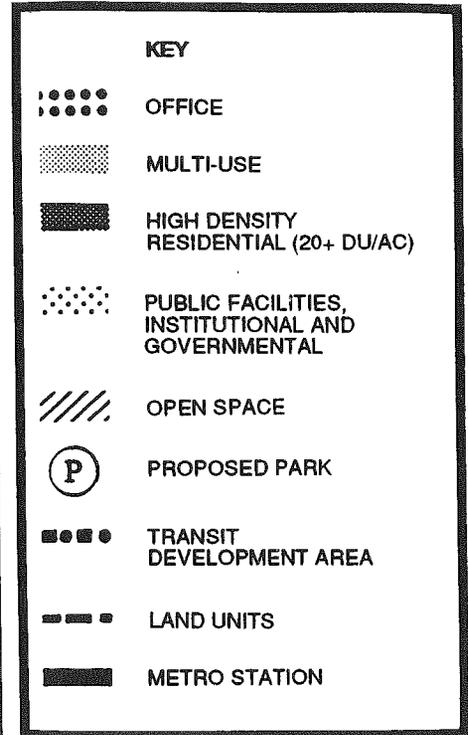
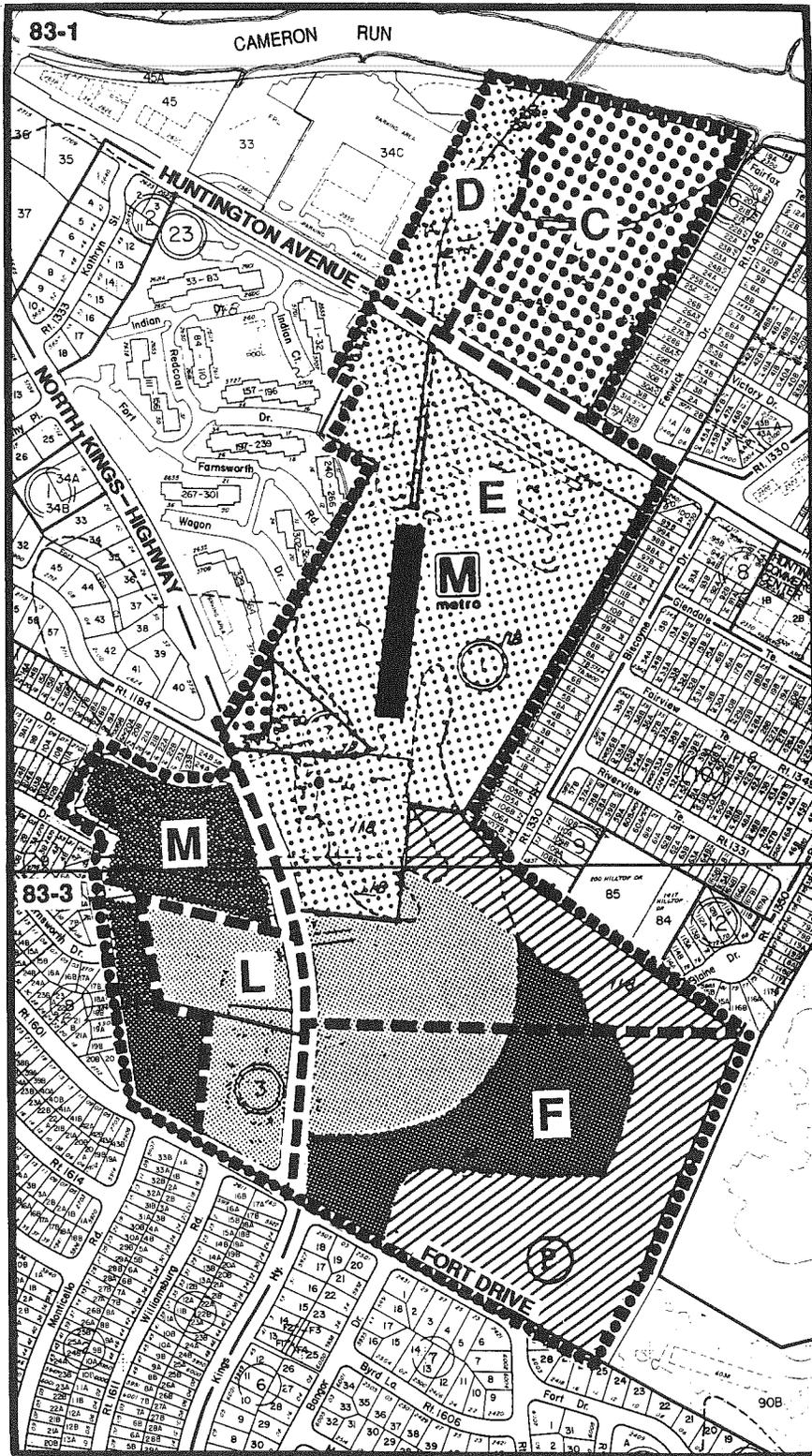
Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 43, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as Huntington, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The predominance of residential uses within the Transit Development Area is appropriate for Huntington, reflecting the residential character of this area and recognizing the limited market for office use. The Transit Development Area also will provide a strong visual and functional focus for the Huntington community due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives.

Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as design and amenity programs. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

As shown on Figure 43, the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Station Shopping Center (Land Unit L), an area just west and north of the Huntington Station Shopping Center (a portion of Land Unit M), and an area on the north side of Huntington Avenue (Land Units C and D). The recommended land use plan for the Transit Development Area is illustrated on Figure 44.



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**HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN**

FIGURE
44

The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the WMATA property.

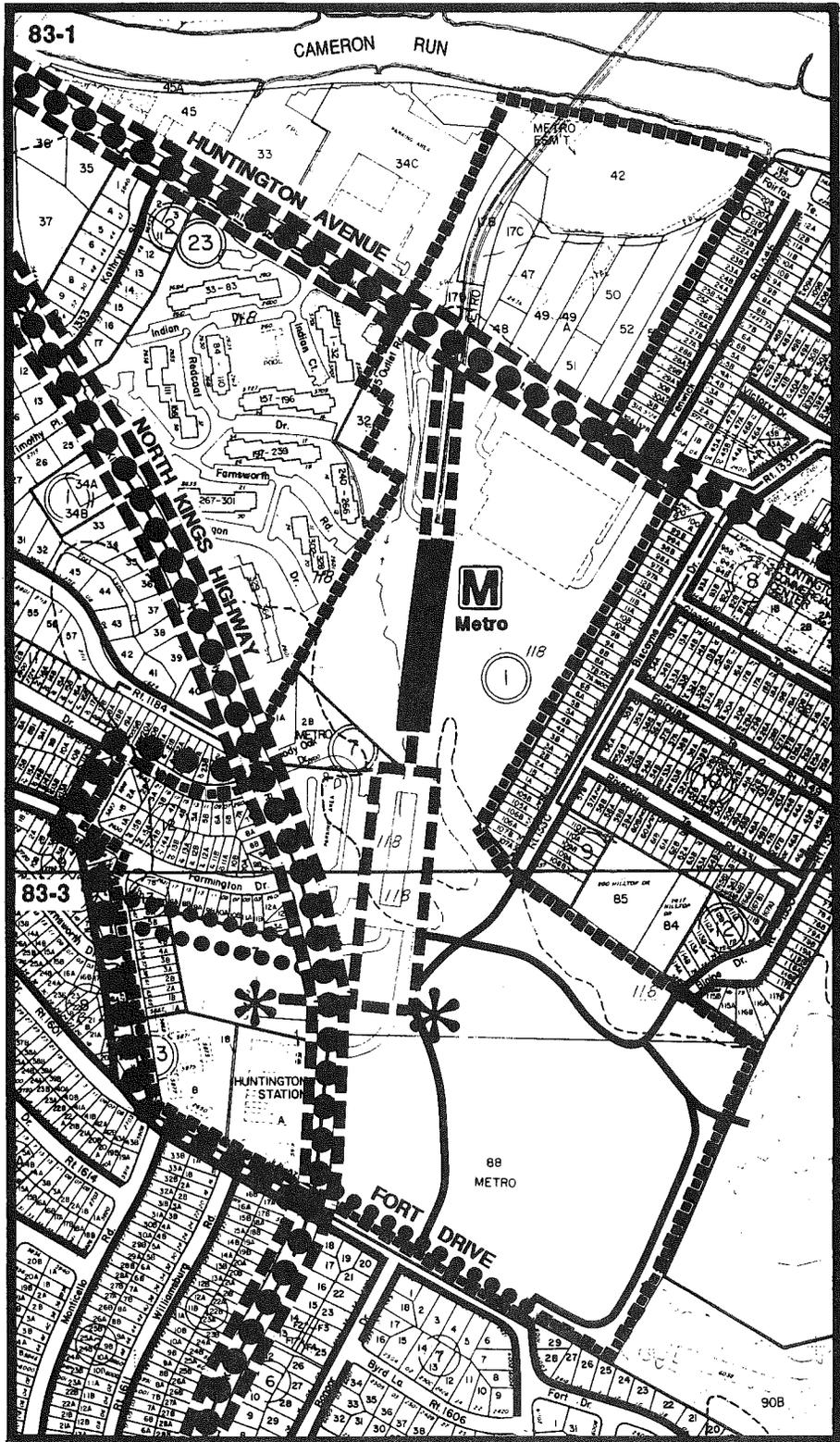
On the west side of North Kings Highway across from the area of potential WMATA development, the Huntington Station Shopping Center has a direct visual and functional link with the WMATA property. Its age, size (five acres) and consolidated ownership make the shopping center a good site for Metro-related development. The entire block in which the shopping center is located is included within the Transit Development Area to facilitate the redevelopment of the shopping center and create a logical limit to new development.

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor, is not recommended north of Jefferson Drive, west of Monticello Road, or south of Fort Drive to limit the impact upon the Jefferson Manor neighborhood and adjoining subdivision. Northwest of the WMATA property are two stable residential neighborhoods which represent boundaries to the Transit Development Area: Fort Lyon Heights and the Huntington Club Condominiums. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C and D are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.

Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 45, 46 and 47.
2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.
5. Provision of energy conservation features that will benefit future residents of the development.
6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.



KEY

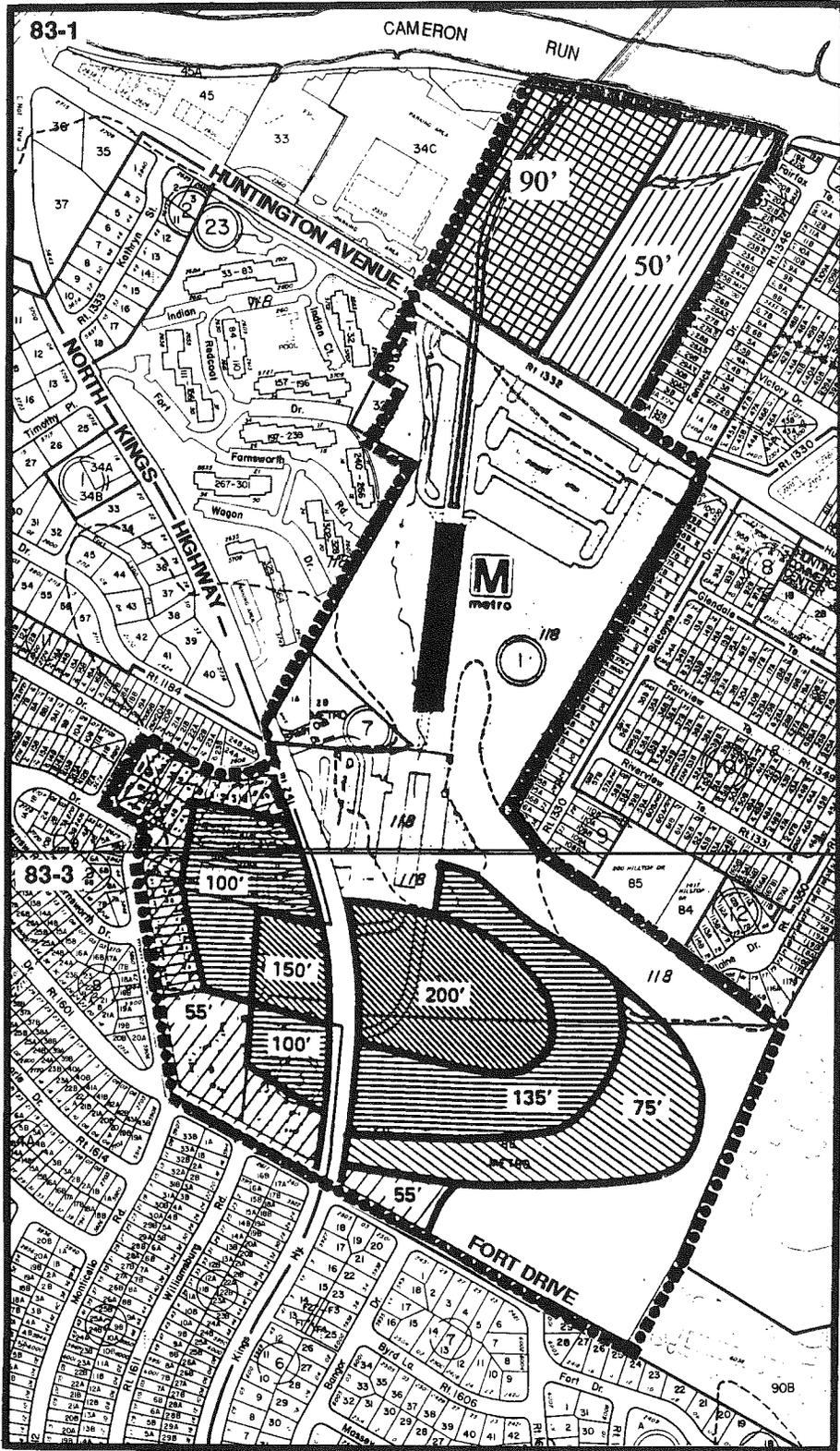
- ● ● STREETSCAPING
- — — MAJOR WALKWAYS
- SIDEWALKS
- TRAILS
- * PLAZA OR OTHER PUBLIC SPACE
- ■ ■ ■ ■ TRANSIT DEVELOPMENT AREA
- METRO STATION



**FAIRFAX
COUNTY**

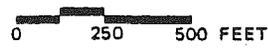
**HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION**

**FIGURE
45**

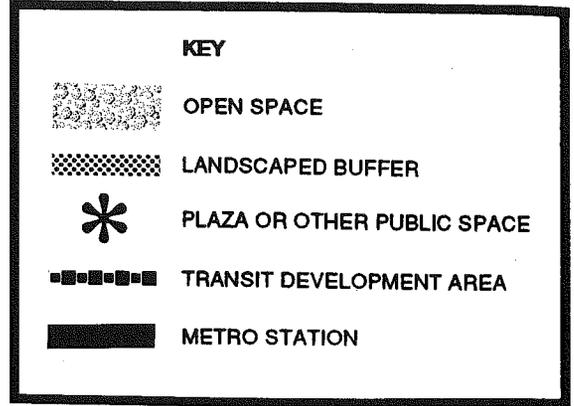
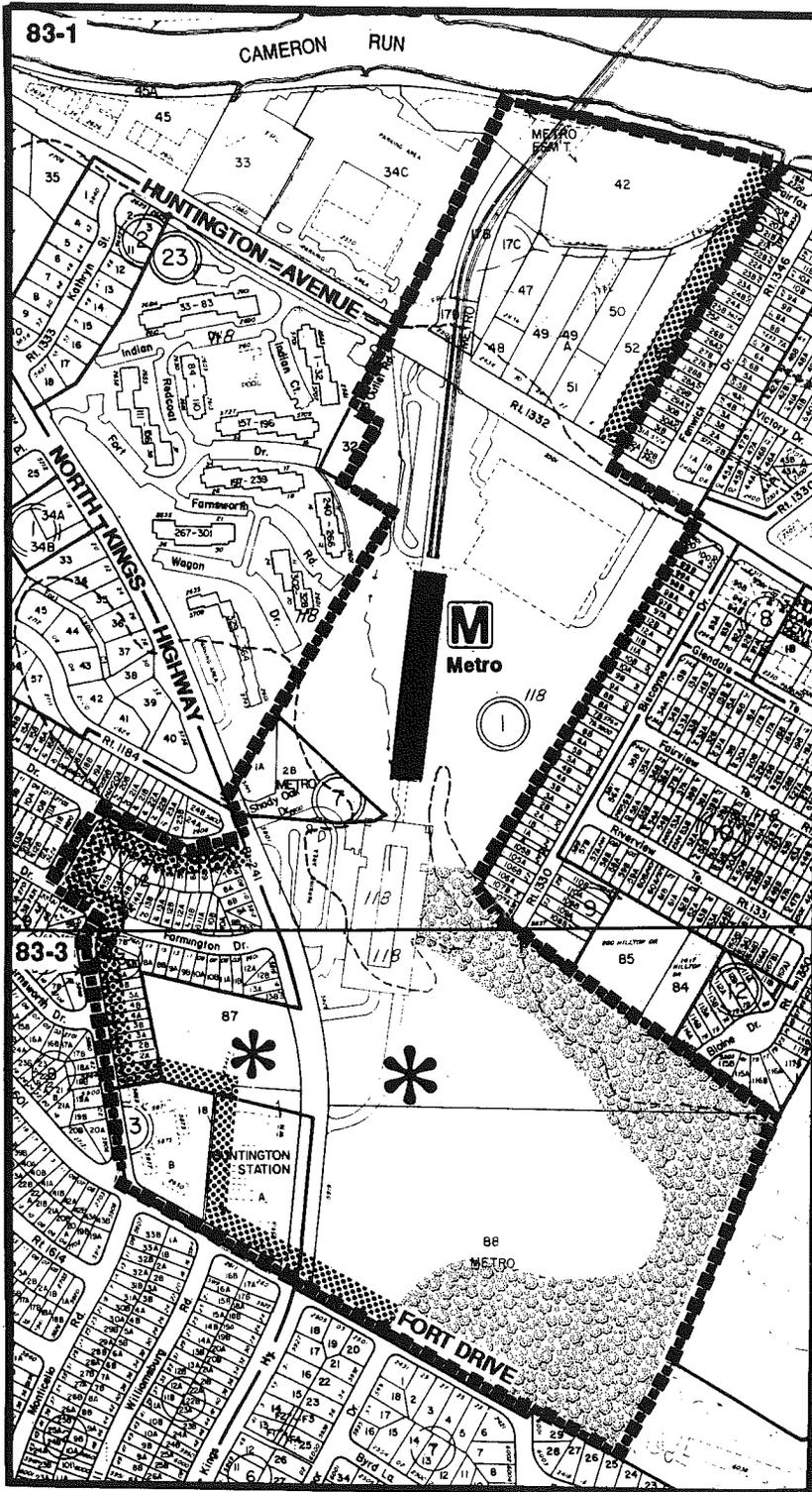


KEY

-  100' HEIGHT LIMIT
-  TRANSIT DEVELOPMENT AREA
-  METRO STATION



FAIRFAX COUNTY HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS **FIGURE 46**



**FAIRFAX
COUNTY**

HUNTINGTON TRANSIT DEVELOPMENT AREA
OPEN SPACE AND LANDSCAPED BUFFERS

FIGURE
47

9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. For the maximum level of development, the following must be met:

- All site-specific conditions;
- Criteria #1, #2 and #3 of the general development criteria listed above; and
- All of the remaining applicable general development criteria.

The maximum level of development for the Transit Development Area is the following:

- 650,000 gross square feet of office space;
- 117,000 gross square feet of retail space;
- 845 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.

(Land Units E and F) The WMATA Property

The 60-acre WMATA property is occupied by the Huntington Metro Station and associated parking facilities and Mount Eagle Park. There is also a privately-owned parcel associated with the WMATA property; Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.

The portion of Land Unit E which is occupied by the Metro station, the parking garage, and the parking lot along Huntington Avenue is planned for public facilities. Air rights development over the station and the parking facilities may have long-term potential. For this 35-acre area south of the station, the following mix of uses is recommended within the maximum levels shown:

- 250,000 gross square feet of office space;
- 30,000 gross square feet of retail space;
- 400 dwelling units; and
- 200-room hotel with conference facilities or 250 additional dwelling units.

In addition, the following uses should be incorporated into this development:

- The existing 650⁺ space Metro surface parking lot should be reconfigured into an on-site underground facility;
- Approximately 9 to 12 acres of the WMATA property should be dedicated to Fairfax County for Mount Eagle Park in order to provide needed park facilities in this high density area and to buffer Metro-related development from the existing community. The development of both passive and active recreation facilities is suggested; and
- The Crossroads Drug Treatment Center should be retained until the center can be relocated to its new site on Telegraph Road.

The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 45, 46 and 47. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metro station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 47, Mount Eagle Park and/or open space should "wrap around" the proposed development to be accessible to, and provide buffering for, the Huntington community, the high-rise residential projects located east of the WMATA property, and the Fairhaven community.

In order to develop at the maximum level, the nine general development criteria listed for all sites in the Transit Development Area as well as the following site-specific conditions must be met:

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metro station;
- Non-residential uses should be clustered around the public space near the Metro Station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods; and
- Vehicular access to private development should be separated from vehicle access to the Metro station.

Land Unit L and a portion of Land Unit M

The Huntington Station Shopping Center (Land Unit L) occupies a five-acre site on the west side of North Kings Highway across from the WMATA property. It is planned for a mix of retail and high density residential uses in conjunction with the portion of Land Unit M that is bounded by Fort Drive, Monticello Road, Jefferson Drive and North Kings Highway as shown in Figure 43. Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.

The maximum level of development should be granted only if all ten of the general development criteria for the Transit Development Area are met and the following site-specific conditions are satisfied:

- Reduce vehicular access points along North Kings Highway and utilize Fort Drive for primary access; and
- Coordinate the design and development of Land Unit L and Land Unit M. Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway.

Land Units C and D

On the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres which are currently being used for interim parking by Metro. Land Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development on these lots should be designed to conform with General Development Criterion #9 since this site is located across the street from the Huntington Avenue entrance to the Metro station.

On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west. To develop at this maximum level, all ten general development criteria must be satisfied. Any development affecting Land Units C and D should also address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 46. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.
- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.
- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.
- Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations.
- Development proposals should be approved on the condition that a field survey be conducted prior to final design plans and, if significant archaeological resources are found, discussions of their preservation take place and appropriate preservation measures be incorporated into the design plans.

Land Units A, B and T (Huntington Community)

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 48.

A neighborhood improvement program and conservation plan has been adopted for the community by the Board of Supervisors. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community.

Land Unit A comprises most of the northern portion of the Huntington Conservation Area. The developed area of duplex residential units is planned for residential use at 8-12 dwelling units per acre. The undeveloped land along the south side of Cameron Run, north of the rear property line of parcels on the north side of Arlington Terrace, should be acquired for additional public park use to serve the residents of the Huntington area. It is suggested that the park be developed with passive and active recreation facilities.

Land Unit B comprises most of the southern portion of the Huntington Conservation Area. It is developed with duplex residential units and is planned for residential use at 8-12 dwelling units per acre. Pedestrian facilities from the terminal points of Blaine Drive and Biscayne Drive should be provided to facilitate pedestrian movement between the Huntington community and the Metro station and Mount Eagle Park.

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 48). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with non-residential uses or parking facilities to buffer the residential areas from adverse impacts;
- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail use up to .35 FAR. A significant portion of this land unit may be required as right-of-way for the planned roadway and interchange improvements of the Telegraph Road/North Kings Highway/ Huntington Avenue intersections. Therefore, no substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 43. The Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

Land Unit M (Jefferson Manor Neighborhood)

Located between Telegraph Road and North Kings Highway is Jefferson Manor, a stable neighborhood of primarily duplex units that is planned for 8-12 dwelling units per acre. Pedestrian facilities within this neighborhood should be improved to provide better access to the Metro station. Non-local "cut-through" traffic on Farmington Drive should be discouraged.

The Jefferson Manor neighborhood, including Land Unit M and the adjoining commercial properties in Land Unit L, has been found by the Fairfax County Redevelopment and Housing Authority to be eligible for conservation in accordance with Title 36 of the Code of Virginia. Action is pending with the Board of Supervisors to direct the development of a Conservation Plan which, if adopted, would establish a conservation area for Jefferson Manor.

In the southwest corner of this land unit is an area of garden apartments planned at 16-20 dwelling units per acre. An adjacent four-acre parcel of vacant land (tax map 83-3((2))(7)B and C) should also be developed at 16-20 dwelling units per acre if it can be demonstrated that the impact of development traffic upon the adjacent community will not be serious. Development at the high-end of the density range should be considered if the new development includes the rehabilitation of the existing adjacent garden apartments. Building heights should not exceed four stories.

The portion of Land Unit M that is within the Huntington Transit Development Area is discussed in a previous section of this Plan.

Land Unit O (Wilton Woods Neighborhood)

This land unit is located at the western edge of the sector and primarily consists of stable single-family residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The Browne Academy located on the east side of Telegraph Road is allowed by special permit and should be retained. However, if redevelopment of this site is proposed, it should conform to the general land use recommendation for infill development. The planned density for this area is planned for residential use at 3-4 dwelling units per acre.

Land Unit N (Penn Daw Area)

Land Unit N, located north and west of the Penn Daw Shopping Center, includes Mount Eagle School which is planned for public facilities use and Penn Daw Village which is a subdivision of single-family homes planned for residential use at 3-4 dwelling units per acre.

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))6, 7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Schaffer Drive.

Land Unit P (Fairhaven Conservation Area)

The Fairhaven Conservation Area is located south of the Metro station and is generally bounded by Fort Drive on the north, commercial uses along Route 1 on the east, Jamaica Drive on the south and North Kings Highway on the west. The land use recommendations for this area (Land Unit P) encourage the preservation of the Fairhaven community.

Fairhaven (Land Unit P) is a stable neighborhood of single-family detached dwellings that is planned for 3-4 dwelling units per acre.

A neighborhood improvement program and conservation plan for the Fairhaven community was adopted by the Board of Supervisors on September 10, 1979. The basic goal of that plan is the conservation and development of a viable and sound residential community in Fairhaven. The neighborhood improvement program lists a series of needed public improvements in Fairhaven.

Land Units Q, R, S and U (North Gateway Area)

The area south of Huntington Avenue and west of Route 1 is built-out. Land Unit Q is designated for residential use at 35-40 dwelling units per acre, reflecting the build-out of the Montebello and Belle Haven Towers high-rise residential projects. The Berkshire townhouse developments which comprise Land Unit U have been built in conformance with the planned density of 8-12 dwelling units per acre.

Near the intersection of Route 1 and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is approved for a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (tax map 83-3((1))72-78) is planned for residential development at 40 dwelling units per acre in the event that the following conditions are met. Coordinated development should take place so that:

- Project design and layout provides a high quality development in keeping with the character of residential development in the area;
- Development is screened and set back from Route 1 to avoid excessive building bulk in proximity to Route 1 and to provide an adequate transition toward the lower residential densities existing and planned south of Route 1 and west of Fort Hunt Road;
- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Route 1 adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the County;
- There is an internal circulation system to allow connection with adjacent parcels;
- Vehicular access points are limited to locations as far from the Route 1/Huntington Avenue intersection as possible;
- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and
- Adequate right-of-way is provided for the improvement of that intersection if necessary.

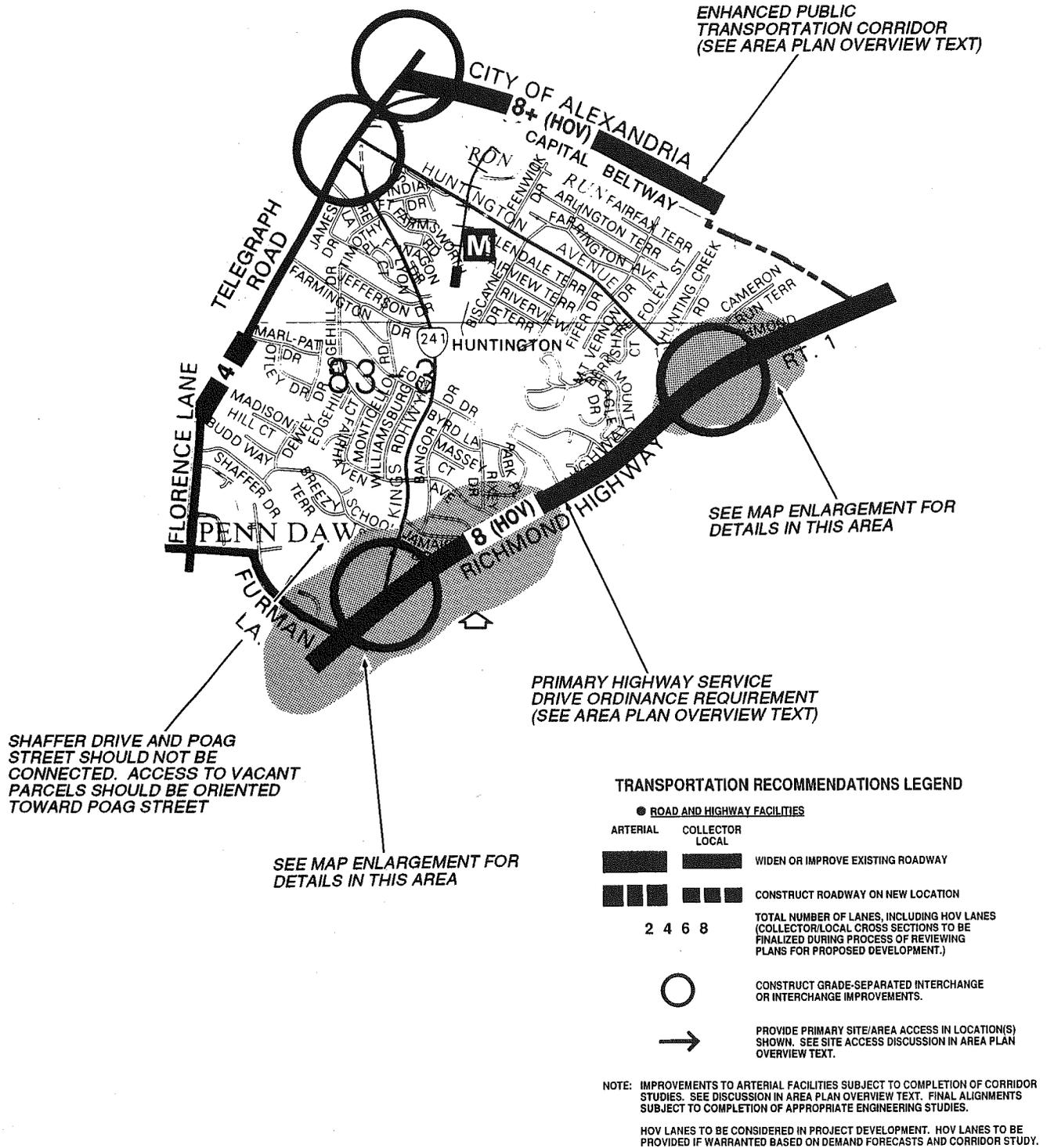
A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Route 1 adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.

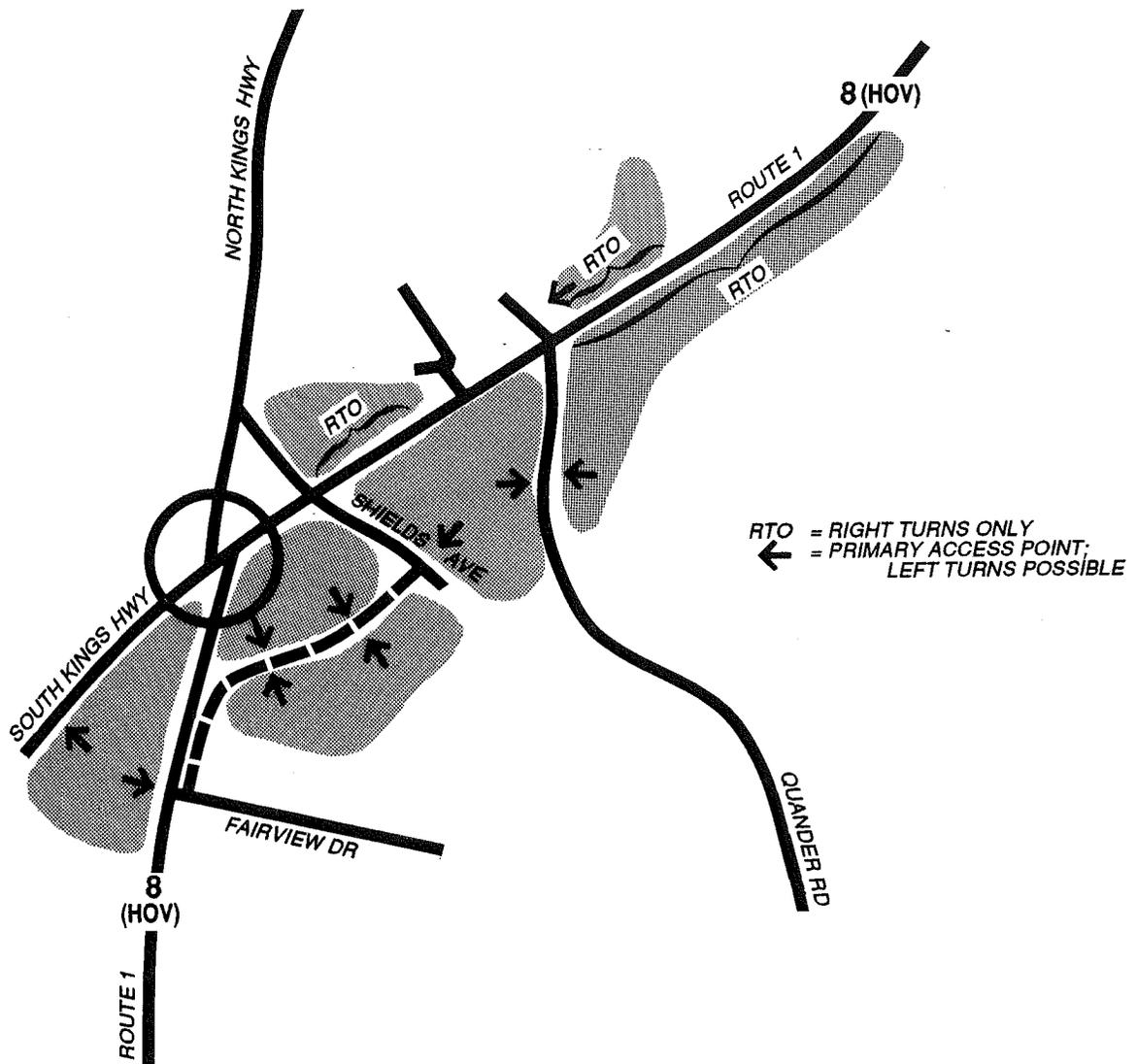
In the area north of Huntington Avenue and west of Route 1, in Land Unit S, is a group of older single-family detached dwellings planned for residential use at 3-4 dwelling units per acre. If substantial consolidation is accomplished, redevelopment at 16-20 dwelling units per acre may be appropriate.

Transportation

Transportation recommendations for this sector are shown in Figures 49, 50, 51 and 52. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR





TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
 LOCAL

██████████ ██████████ WIDEN OR IMPROVE EXISTING ROADWAY

██████████ ██████████ CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8

TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)



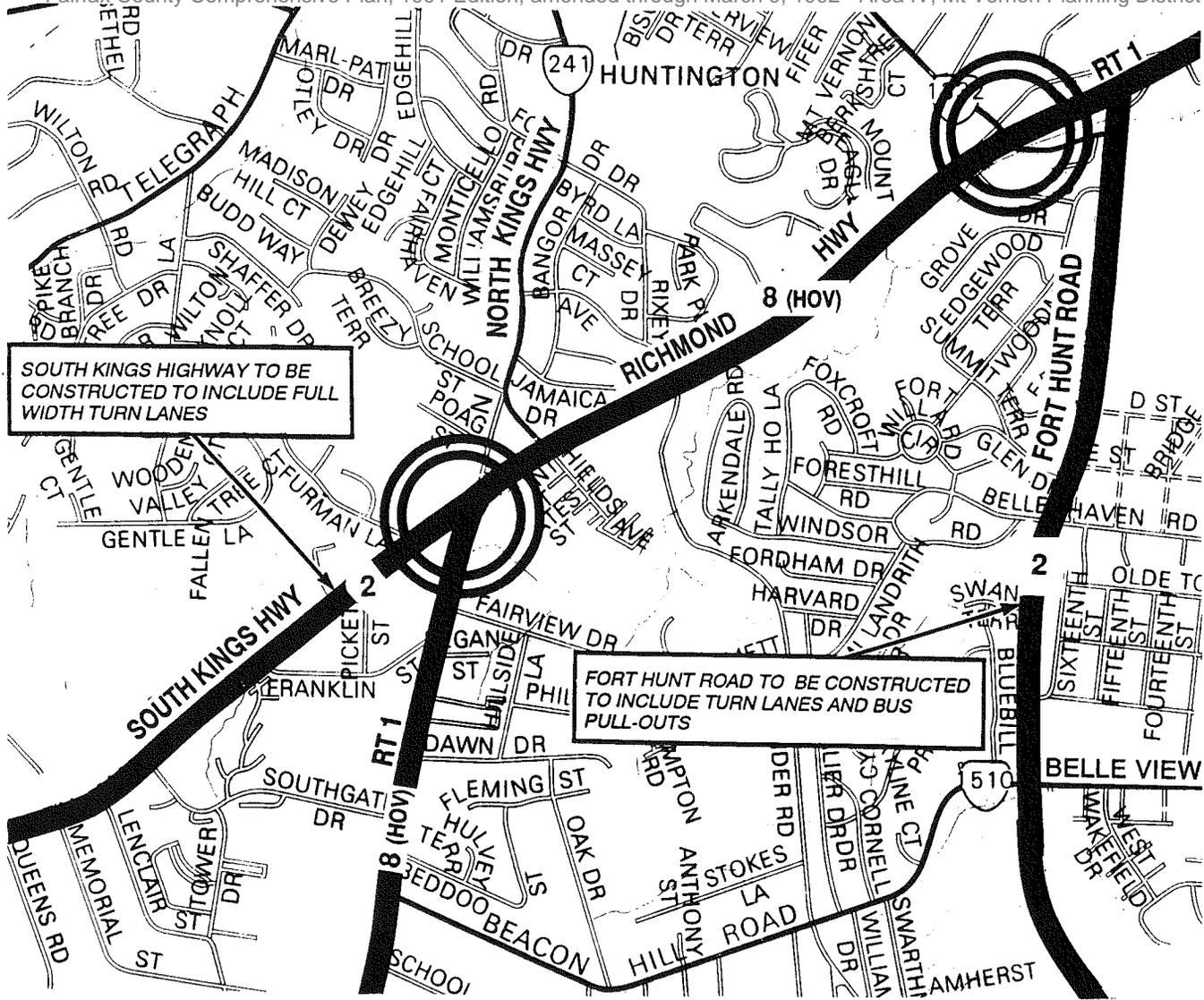
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

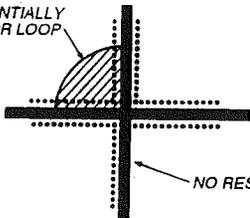
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS NOT AVAILABLE

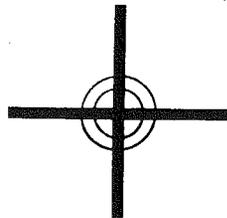
AREA POTENTIALLY NEEDED FOR LOOP



NO RESTRICTED ACCESS

RESTRICTED ACCESS AREAS

FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL COLLECTOR LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- ➔ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY

INTERCHANGE RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

FIGURE
52

Pedestrian Circulation

Improvements in pedestrian circulation are needed throughout the Transit Station Area to facilitate access to the Metro station and proposed new development. Such improvements can also improve the appearance of the area and create a sense of identity and organization throughout the community.

Public plazas, or other public spaces such as courtyards or atriums, should be provided on the WMATA property and at the Huntington Station Shopping Center site when it is redeveloped. Such public spaces on these two sites would serve several purposes:

- Provide an organized means of circulation between the Metro station and buildings constructed on the sites;
- Serve as focal points for community activities related to new development and the Metro station;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual relationship between the Huntington Station Shopping Center, the WMATA property development and the Metro station.

For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. The elements of this system are presented in Figure 53. In order to meet functional needs of commuters and make the walk to the Metro station more pleasant, a streetscape program should be developed and implemented for the segments of Huntington Avenue and North Kings Highway that lie within the Transit Station Area as well as for the streets defining the boundary of the Transit Development Area west of North Kings Highway. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Sidewalks have been recently constructed on both sides of Huntington Avenue and the programmed improvements to North Kings Highway will include sidewalks on both sides of the road. Streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Developers should be encouraged to provide this streetscape treatment as part of their new development.

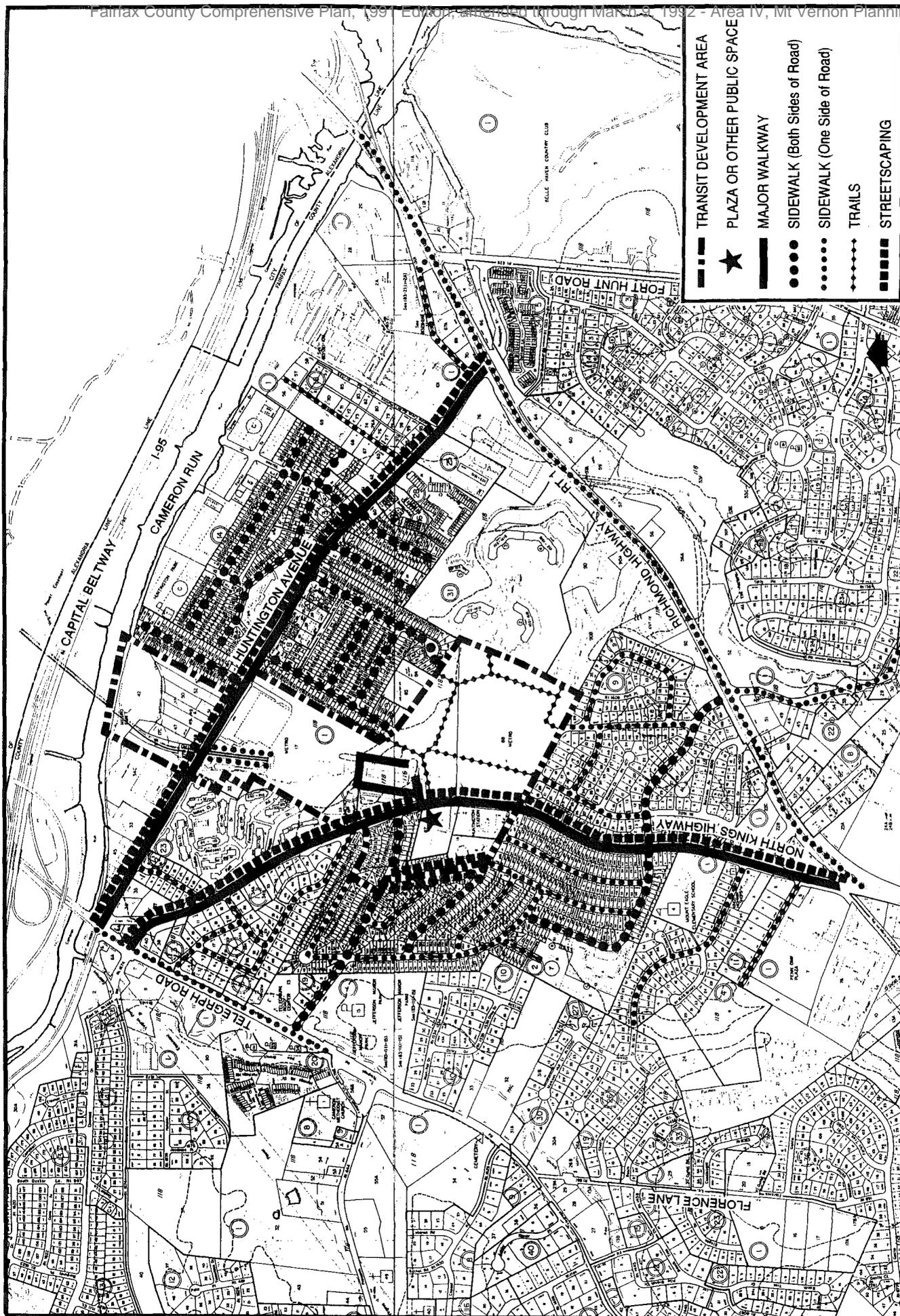
Throughout the Transit Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development and existing neighborhoods.

A circuit trail is recommended for the WMATA property to provide Metro station access to the adjacent existing development without intruding upon the proposed new development. This trail should incorporate the pathway between Montebello and the Metro station, the proposed sidewalk on the north side of Fort Drive, and the public space around which the mixed-use development will be clustered. In addition to the existing connection to Montebello, new connections should be provided to the Belle Haven apartments, Biscayne Drive and Blaine Drive.

Full consideration should be given for those pathways within the Transit Station Area which can accommodate possible bicycle trails.

Public Facilities

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.
2. Provide a library kiosk at the Huntington Metro Station in Sector MV1.



- TRANSIT DEVELOPMENT AREA
- ★ PLAZA OR OTHER PUBLIC SPACE
- MAJOR WALKWAY
- SIDEWALK (Both Sides of Road)
- SIDEWALK (One Side of Road)
- TRAILS
- ▬ STREETSCAPING

HUNTINGTON TRANSIT STATION AREA
PEDESTRIAN CIRCULATION PLAN

FIGURE 53

**FAIRFAX
COUNTY**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 54. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

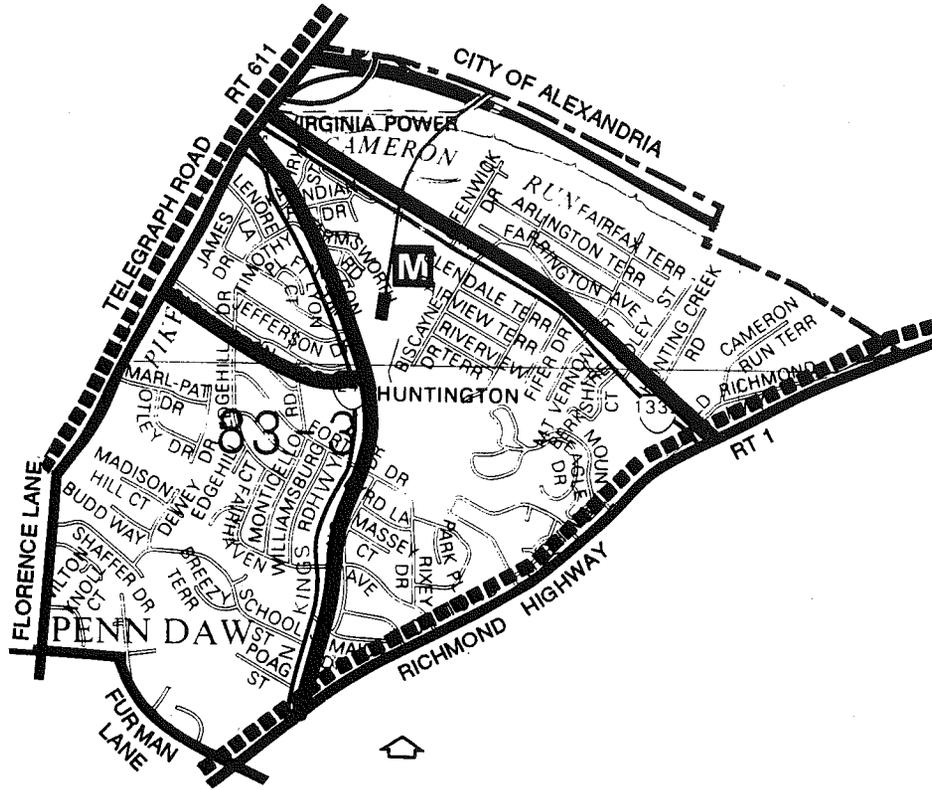
Trails

Trails planned for this sector are delineated on Figure 55 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 54
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Farrington	Plan and develop Urban Parks within the Huntington Transit Station Area and Penn Daw Community Business Center. Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Huntington	Acquire the Fairfax County Water Authority parcel which bisects this park site; revise approved master plan and implement accordingly. (Also noted in land use recommendations.)
Jefferson Manor	
Mt. Eagle	Acquire Mt. Eagle Park site as presently configured, in conjunction with development of Huntington Transit Station Area. Develop park with a mix of active and passive recreational facilities in accordance with approved master plan. (Also noted in land use recommendations.)
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR



KEY

- PRIMARY TRAIL FUNCTION:**
 PEDESTRIAN
 BICYCLE
 EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Planning Sector is located on the west side of Route 1 south of South Kings Highway. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this sector.

Residential land use predominates in this sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also large concentrations of apartments such as Beacon Hill Apartments, several condominiums and privately-owned recreation sites.

A significant proportion of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

Strip commercial development along Route 1 characterizes the sector for most of its eastern border. Within the boundaries of Sector MV2 are the two largest shopping centers in the Mount Vernon Planning District: Beacon Mall and South Valley Shopping Center.

Route 1 and South Kings Highway are the major roadways of this planning sector. The Huntington Metro Station, although not located in this sector, serves residents of the sector.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road, and Route 1.

Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The Plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Route 1 on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

The area is currently the subject of a private/public partnership whereby two office buildings are being privately developed. One building will be occupied by government agencies providing human, community and health related services to residents in the Mount Vernon area. The second building will provide private office space.

CONCEPT FOR FUTURE DEVELOPMENT

The southern portion of the Penn Daw Community Business Center and the western portion of Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in this sector. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Hybla Valley Community Planning Sector contains stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Route 1 Corridor Area

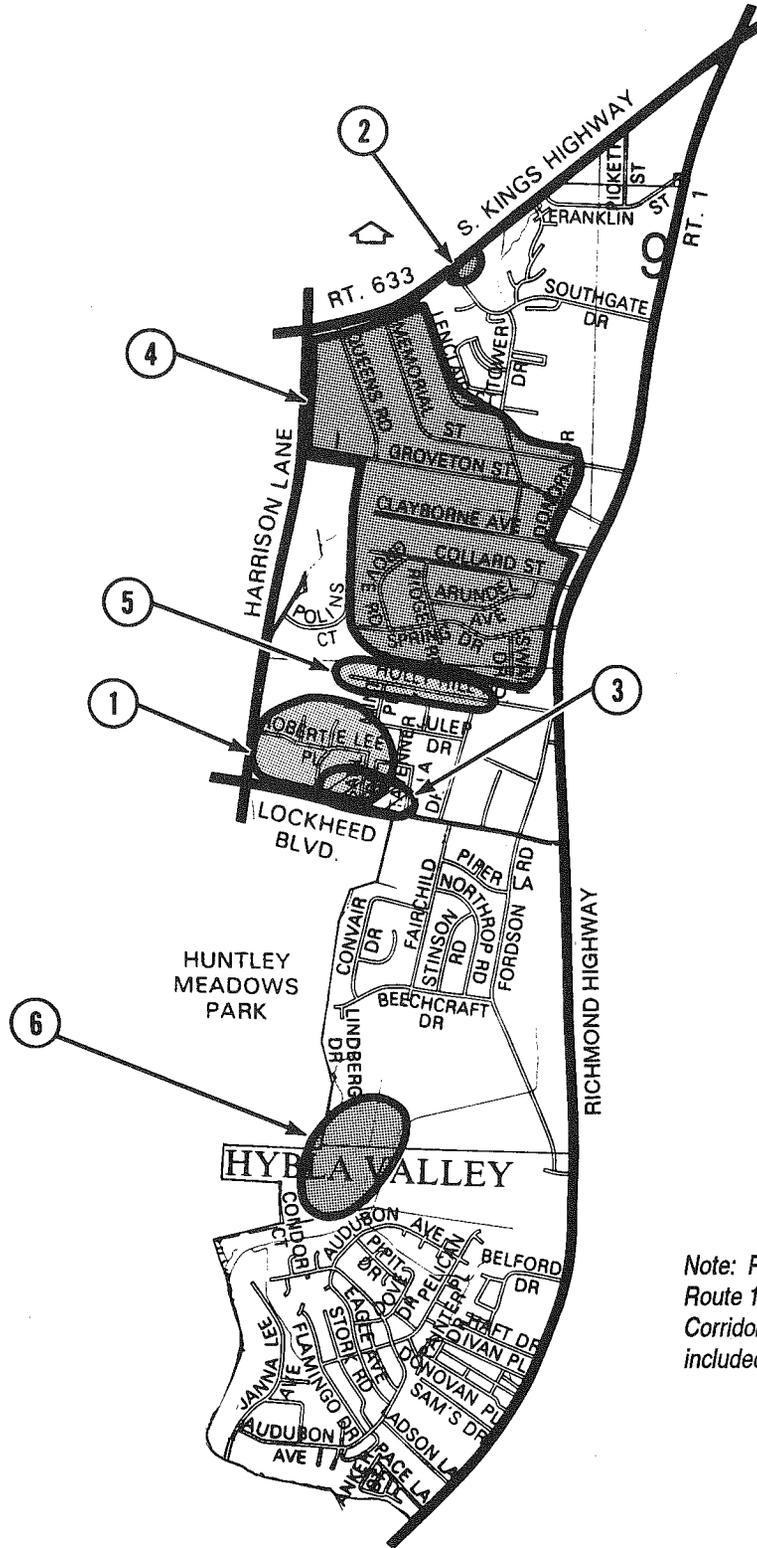
Recommendations and policies for the Route 1 Corridor are provided in the Route 1 Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. Community Business Centers in Sector MV2 include the southern portion of Penn Daw, and the western portions of Beacon/Groveton and Hybla Valley/Gum Springs.

Outside Route 1 Corridor

Figure 56 indicates the geographic location of land use recommendations for this sector.

1. Groveton Gardens apartment development is planned and should be completed at 16-20 dwelling units per acre: (tax map 92-4((1))13). Adequate buffering should be provided to adjacent detached homes on the east side of Harrison Lane. Part of this area of Groveton Gardens falls within the Huntley Historic District which imposes additional restrictions that are addressed in Sector RH7 of the Rose Hill Planning District Plan.
2. Parcels 92-2((1))16G-21 located on the east side of South Kings Highway adjacent to Beacon Field Apartments are planned for residential use at 8-12 dwelling units per acre, provided the following conditions are met:
 - Full consolidation of all lots is achieved;
 - Proposed development is compatible with surrounding development;
 - A transition is provided between the apartments to the east and townhouse complex to the west;
 - All vehicular access is provided from Southgate Drive; and
 - Environmental impacts are mitigated.
3. Several single-family homes are currently located adjacent to Groveton Gardens apartments and front on Lockheed Boulevard and Tavenner Lane. With appropriate consolidation, Parcels 92-4((1))9, 10, 11, 12, 12A, 17A, 18, 22, and 23 are planned for multi-family residential use at 16-20 dwelling units per acre.
4. The Groveton neighborhood should be preserved and upgraded in accordance with the Groveton Community Improvement Plan. Development in the area to which the Route 1 Corridor policy does not apply should be of the same use, character and density as existing development.
5. Parcels located on the north side of Holly Hill Road west of the Nazarene Church are planned for residential use at 5-8 dwelling units per acre and should meet the following conditions:
 - Parcel consolidation should be achieved to promote a coordinated development plan; and

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR



Note: Recommendations for areas in the Route 1 Corridor are found in the Route 1 Corridor Area Plan. Corresponding maps are included in that plan.

- Substantial and effective screening between this property and the stable Groveton residential neighborhood should be an integral element of the development plan.
6. Parcels 92-4((1))58 and 101-2((1))11A located adjacent to Hybla Valley Plaza and Huntley Meadows Park contain severe environmental constraints including wetlands and marine clay soils. These parcels offer little or no development potential and should be considered for open space.

Transportation

Transportation recommendations for this sector are shown on Figures 57, 58 and 59. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Remaining undeveloped areas as well as older and more dispersed neighborhoods remain in this sector and could contain significant heritage resources. These resources should be preserved.

Part of the Huntley Historic District lies within this area. Regulations for this area are discussed in Sector RH7 of the Rose Hill Planning District.

Public Facilities

Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Route 1 between Memorial Street and Groveton Street.

Parks and Recreation

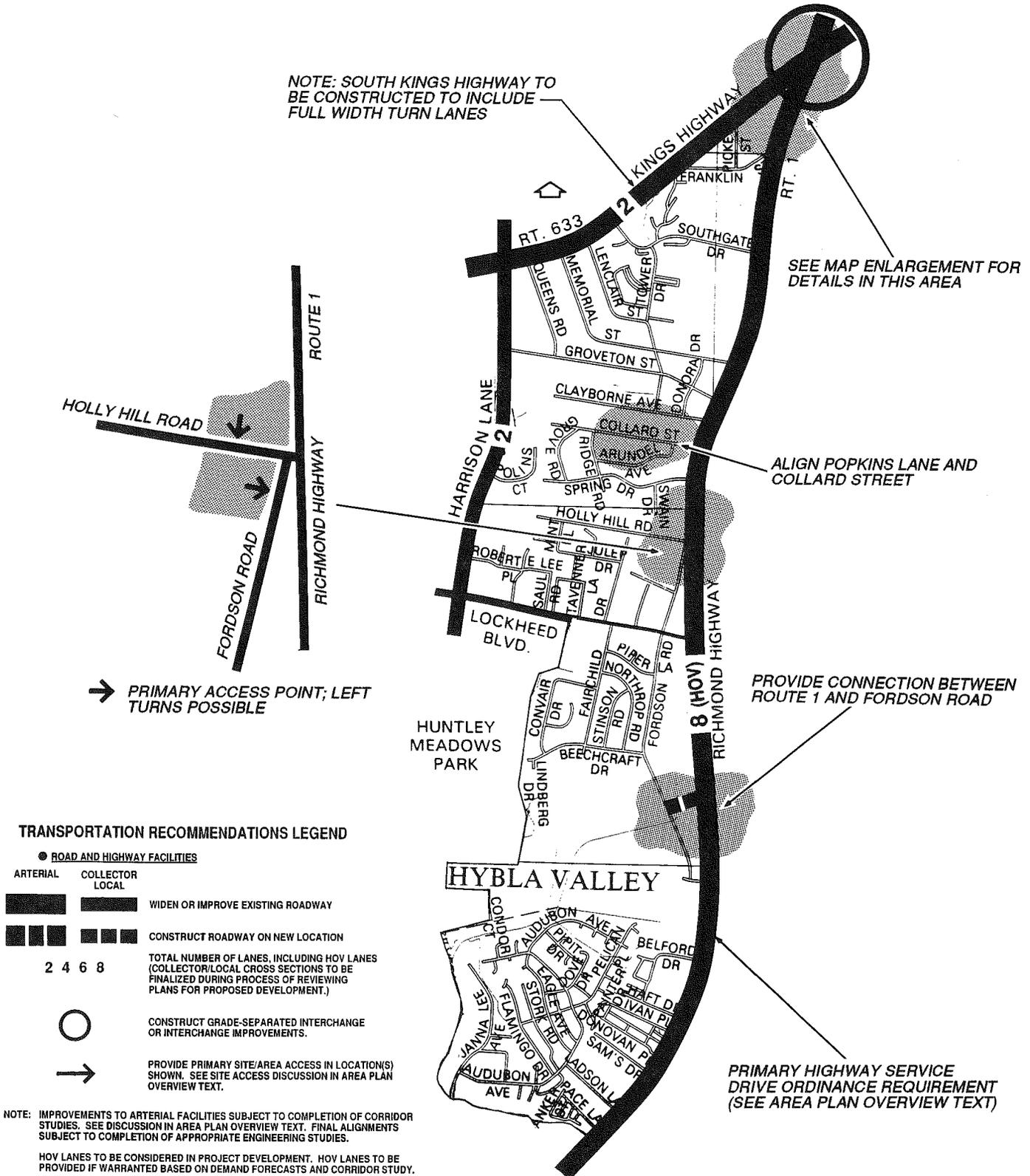
Park and recreation recommendations for this sector are shown on Figure 60. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

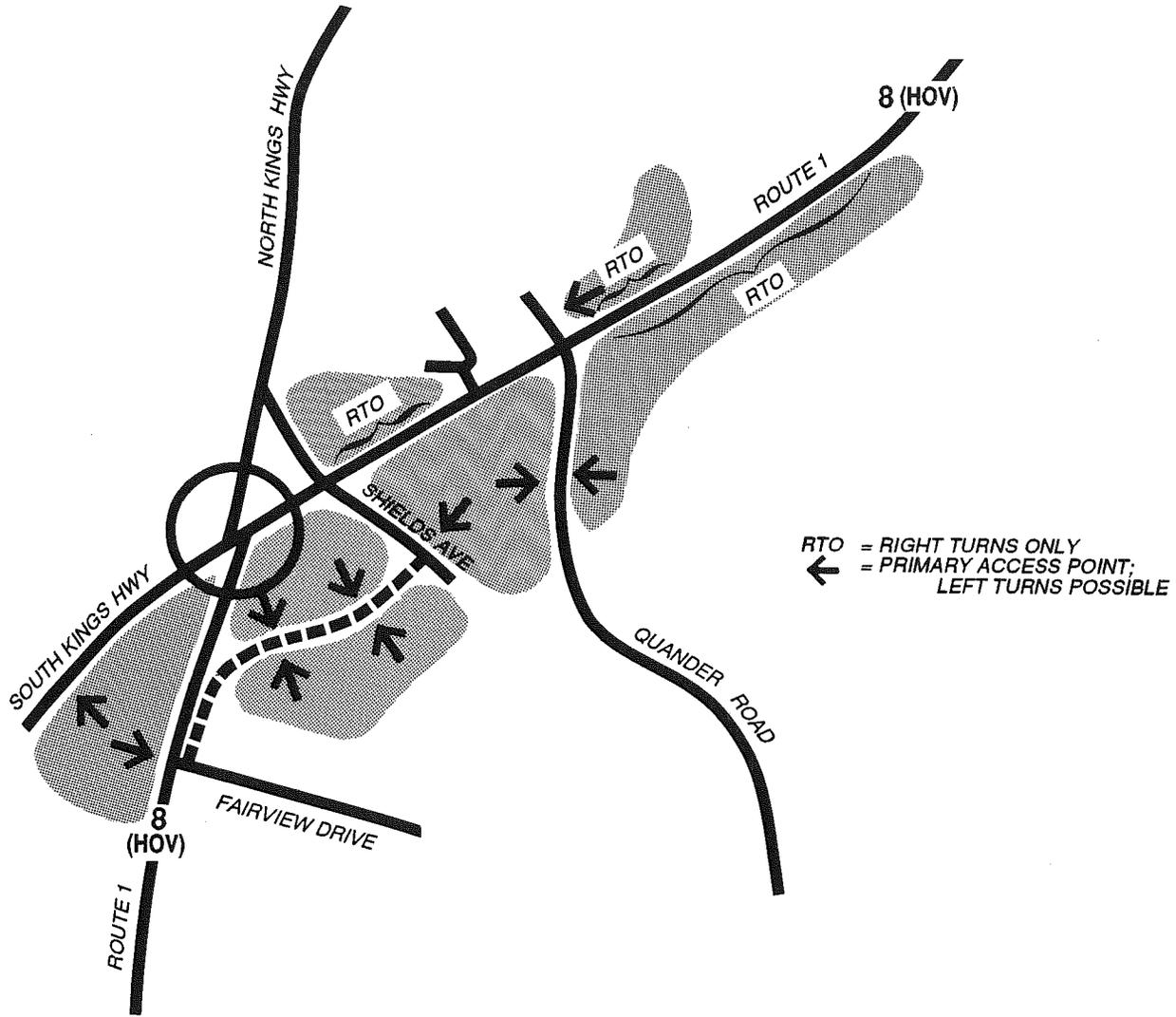
Trails

Trails planned for this sector are delineated on Figure 61 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

MV2

HYBLA VALLEY COMMUNITY PLANNING SECTOR





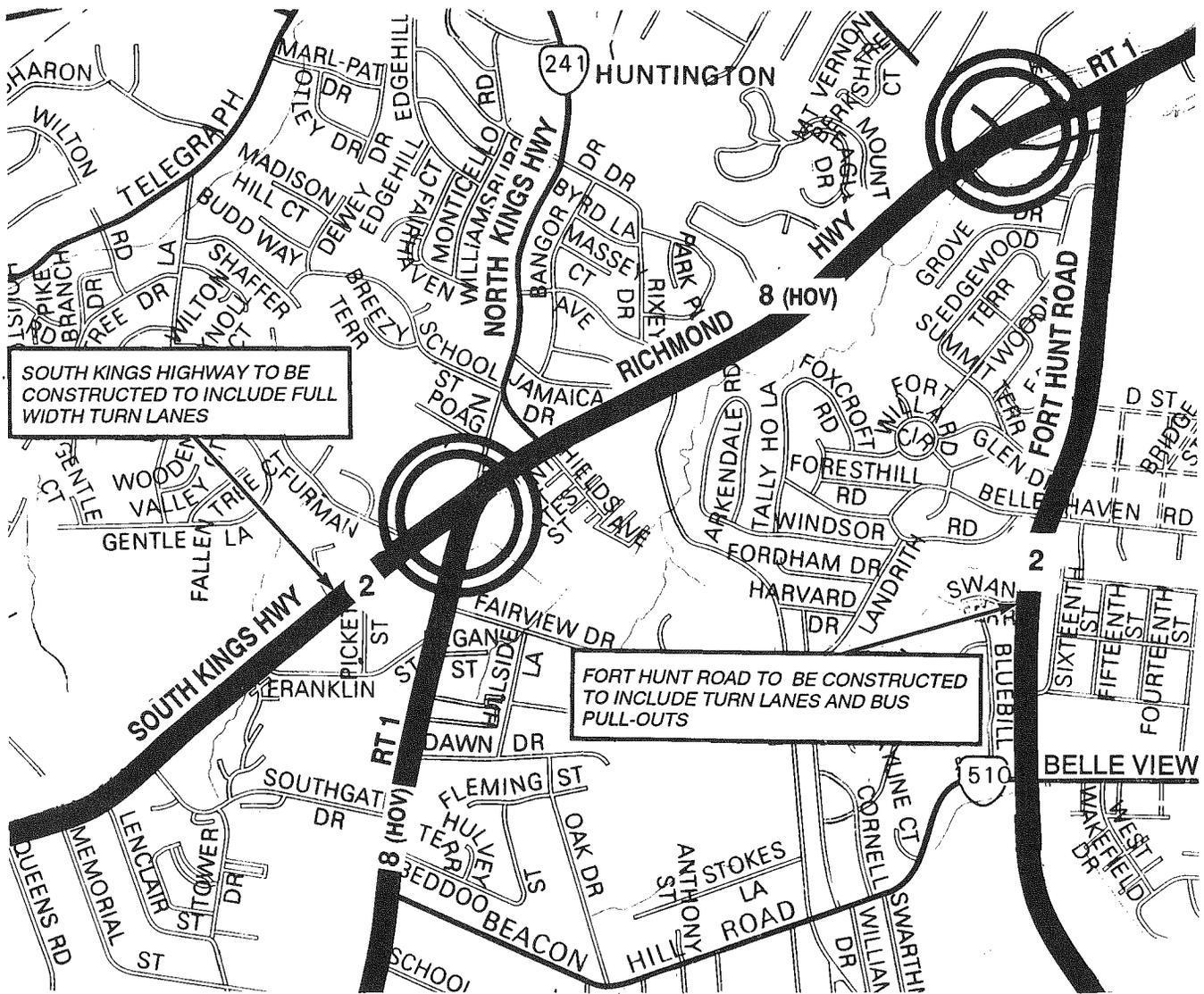
RTO = RIGHT TURNS ONLY
 ← = PRIMARY ACCESS POINT; LEFT TURNS POSSIBLE

TRANSPORTATION RECOMMENDATIONS LEGEND

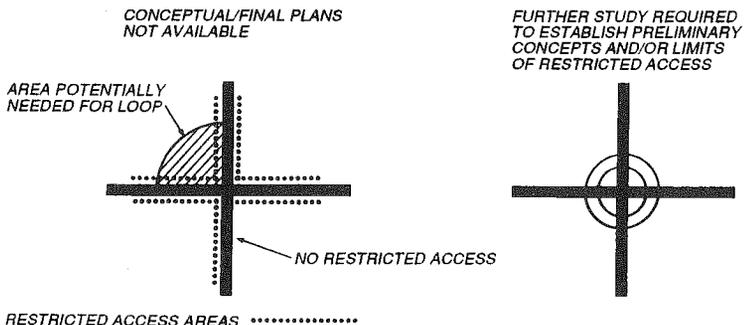
- ROAD AND HIGHWAY FACILITIES
- ARTERIAL COLLECTOR
 LOCAL
- █ WIDEN OR IMPROVE EXISTING ROADWAY
- █ █ █ █ █ CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

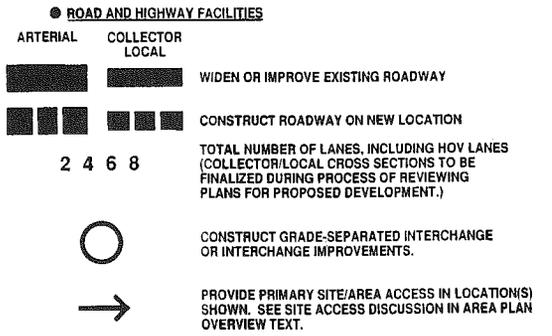


KEY TO INTERCHANGE ENLARGEMENTS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

TRANSPORTATION RECOMMENDATIONS LEGEND



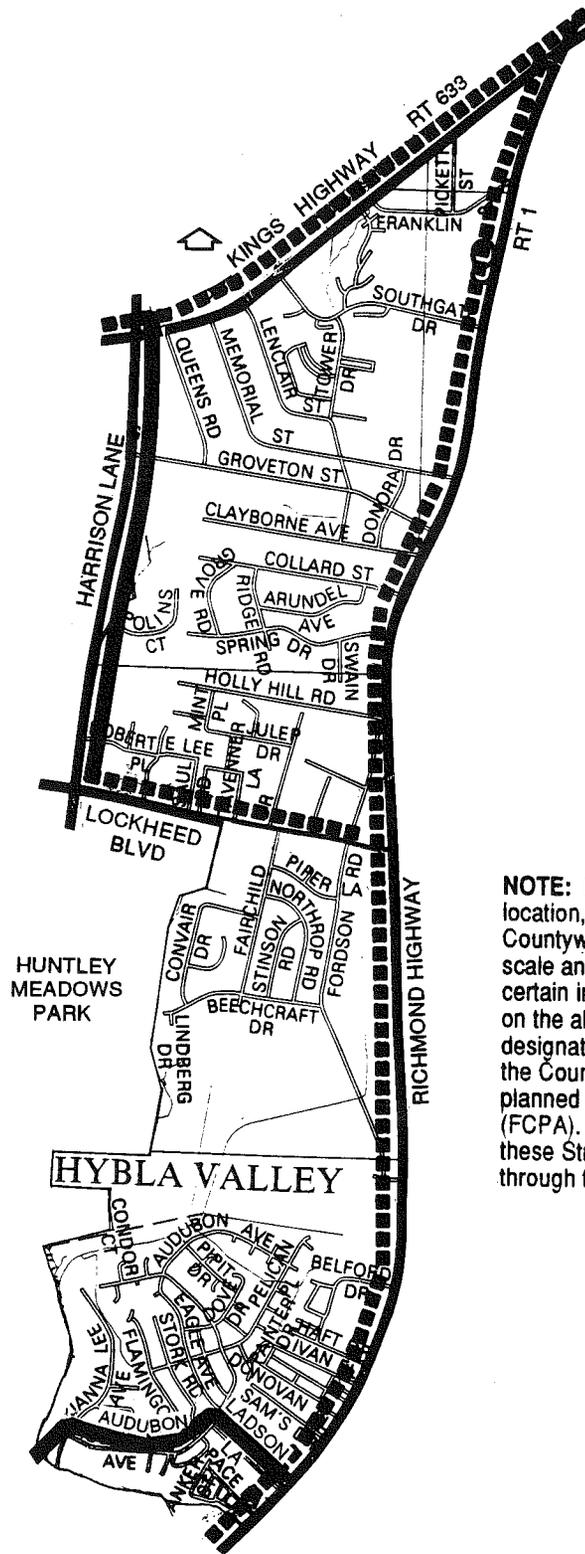
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FIGURE 60
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Hybla Valley	
Lenclair	No development is currently planned for this park. Plan and develop urban parks in Community Business Centers located within this sector; Neighborhood Park facilities should also be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Groveton Heights	Transfer ownership of Parcel 92-2((1))9 to the Fairfax County Park Authority for expansion of Groveton Heights Park. Revise master plan and develop to provide additional active recreation facilities.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.

MV2

HYBLA VALLEY COMMUNITY PLANNING SECTOR



NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

KEY

- PRIMARY TRAIL FUNCTION:
- PEDESTRIAN
 - BICYCLE
 - EQUESTRIAN

MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

While significant commercial uses exist along the Route 1 Corridor, the predominant land use in this sector is residential. The Belle Haven Sector has a cross-section of housing. Single-family homes in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Route 1 and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Route 1 area. One mobile home park, located along Shields Avenue near Route 1 has approximately 90 units. Route 1, the George Washington Memorial Parkway, and Fort Hunt Road are major roadways in this planning sector.

This sector contains a large segment of open space land along the George Washington Memorial Parkway. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool. The Potomac River bounds the sector on the east.

Dating back to the 17th century, this sector is the location of one of the County's earliest settlements. The sector includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a County-owned park.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept depicts the western portions of this sector as the Penn Daw/North Gateway, and Beacon/Groveton Community Business Centers. The remainder of the sector is recommended as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Belle Haven sector is largely developed as stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Route 1 Corridor Area

Recommendations and policies for the Route 1 Corridor are provided in the Route 1 Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and Suburban Neighborhood Areas between these centers. Community Business Centers in Sector MV3 include the eastern portions of North Gateway, Penn Daw and Beacon/Groveton.

Outside Route 1 Corridor

Figure 62 indicates the geographic location of land use recommendations for this sector.

1. Infill development in Belle Haven Estates and on Parcels 93-1((1))71B and 71C and 83-3((32))A is planned for residential use at 3-4 dwelling units per acre. A maximum of six clustered home sites, with access from Princeton Drive or Cygnet Drive, should be developed on these parcels.
2. Parcels located on the west side of Quander Road next to West Potomac High School (tax map 93-1((1))46A-53) are planned for public facilities use as an addition to the West Potomac High School.
3. The area between Belle Haven Road and Olde Towne Road, east of Potomac Avenue is planned for residential development at 3-4 dwelling units per acre with the exception of lots fronting on Belle Haven Road east of 11th Street which are planned for office use at .30 FAR with maximum building heights of 35 feet. These office uses should be well-buffered and screened from existing and planned residential uses located on the north side of Olde Towne Road. In any development proposal, adequate storm drainage outfall, which will require major construction and is consistent with the County's policy regarding development within flood-prone areas, should be provided.

Transportation

Transportation recommendations for this sector are shown on Figures 63, 64, 65 and 66. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The sector is likely to produce significant heritage resources, particularly in open spaces and older or more dispersed neighborhoods. Heritage resources survey work should be undertaken in this sector.

Public Facilities

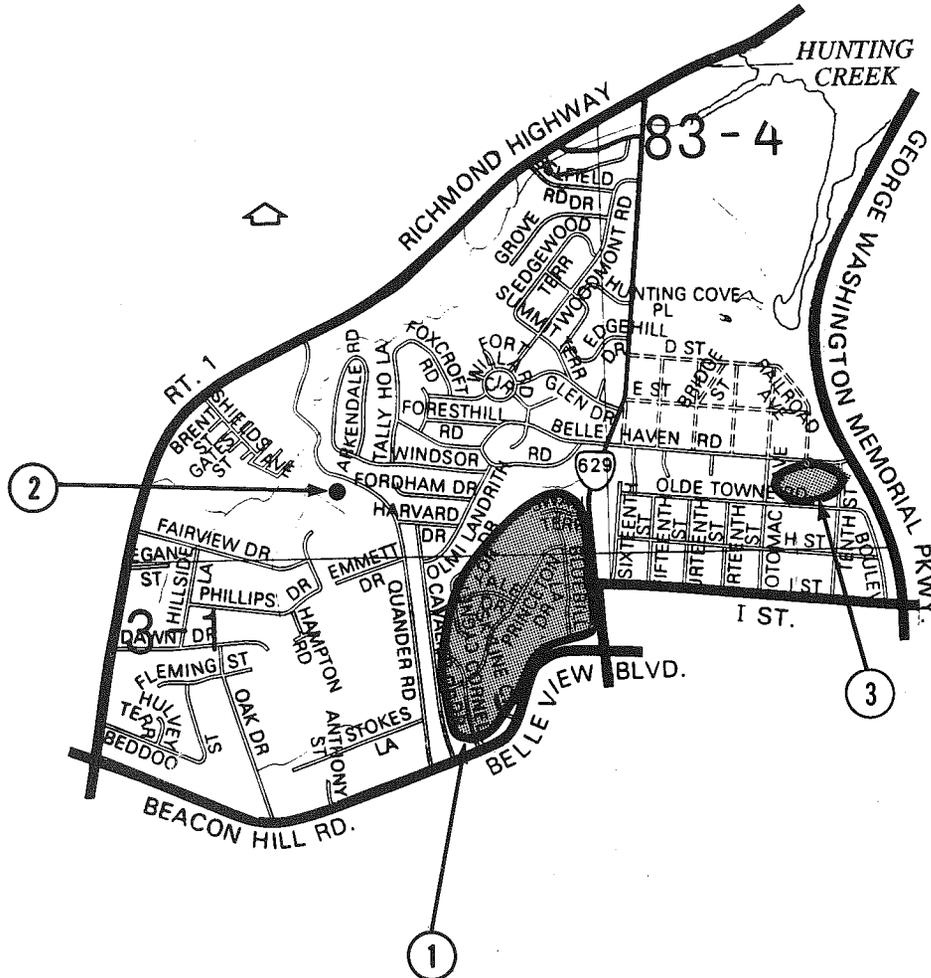
Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 67. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

MV3

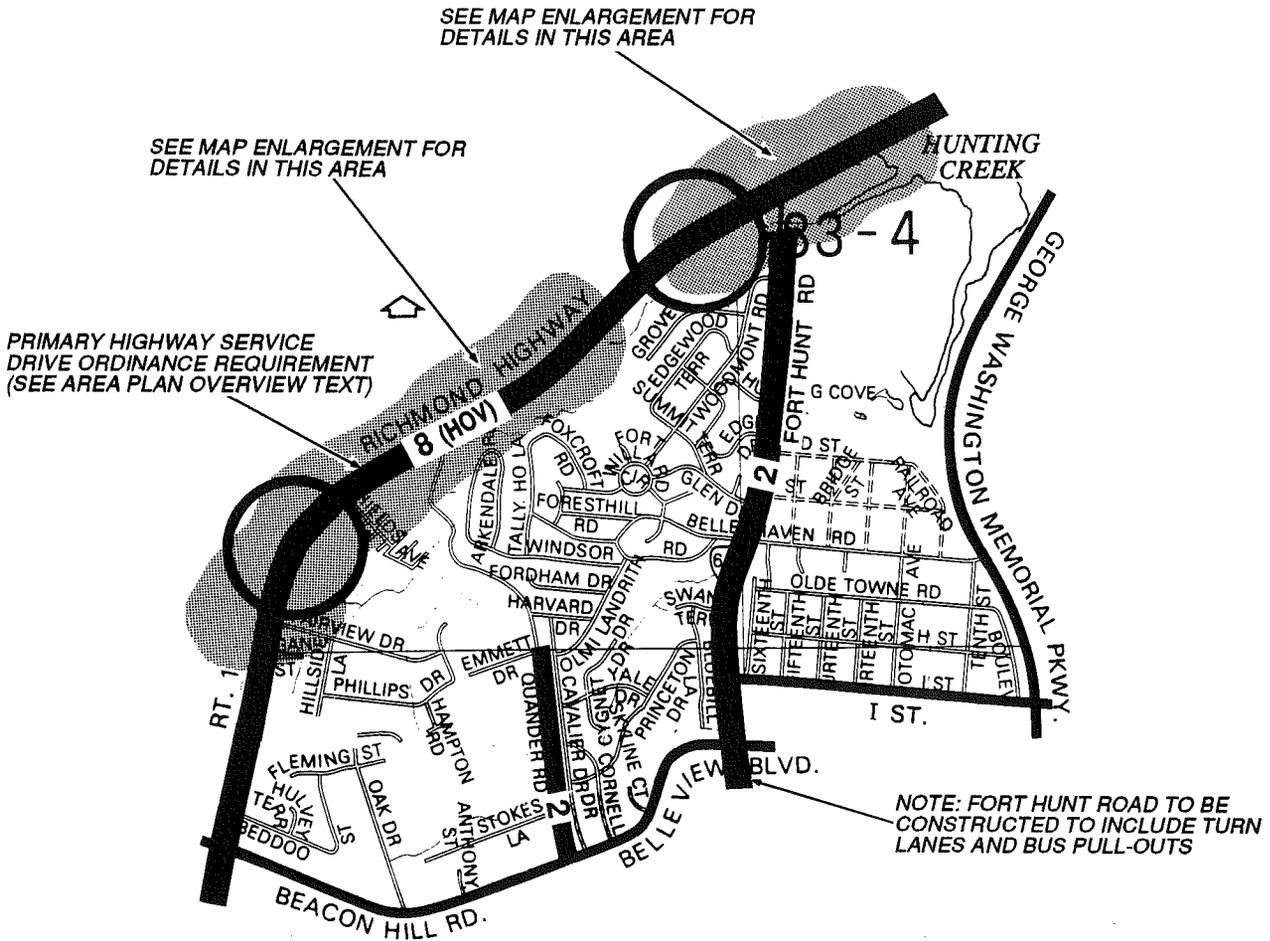
BELLE HAVEN COMMUNITY PLANNING SECTOR



Note: Recommendations for areas in the Route 1 Corridor are found in the Route 1 Corridor Area Plan. Corresponding maps are included in that plan.

MV3

BELLE HAVEN COMMUNITY PLANNING SECTOR

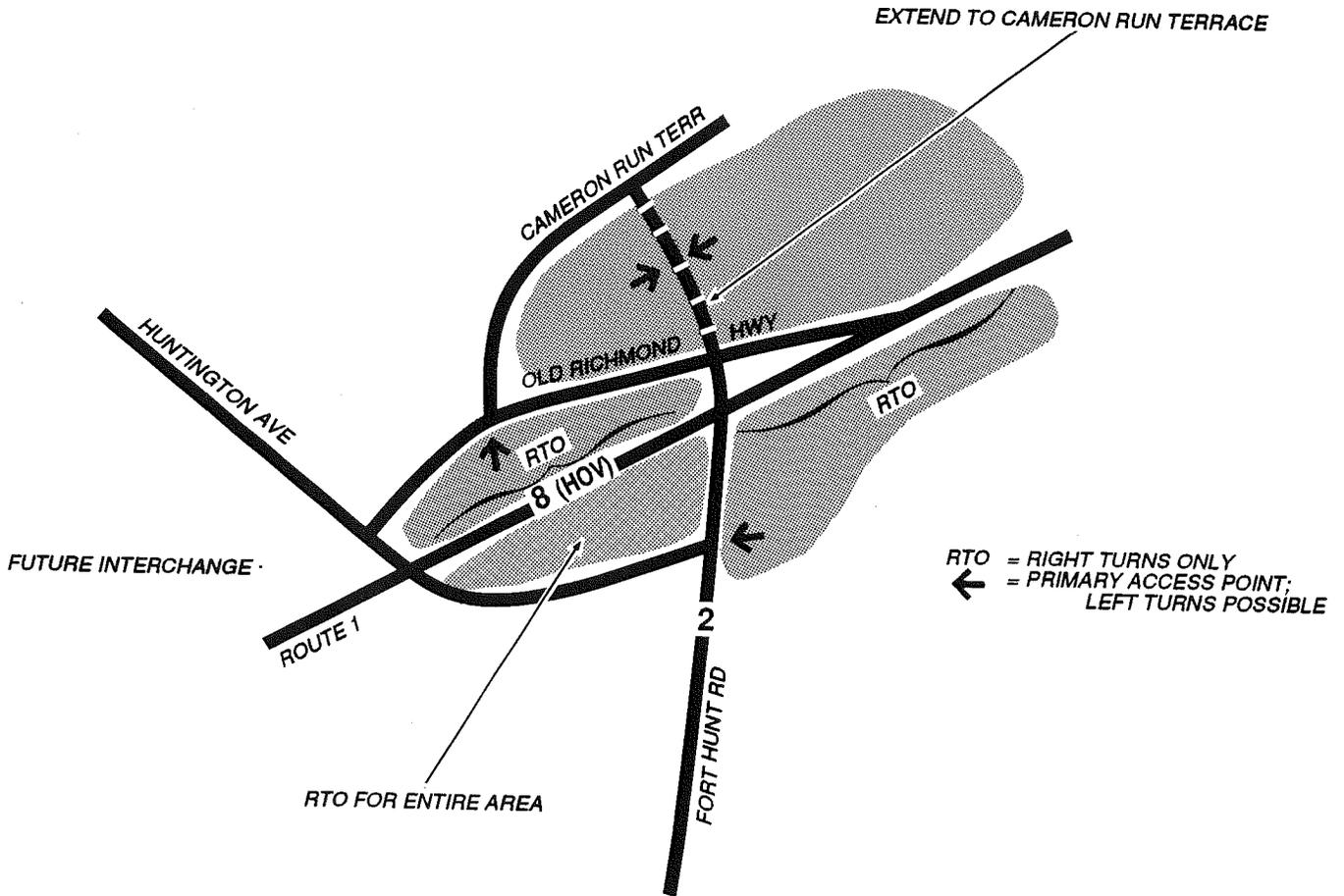


TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- ARTERIAL COLLECTOR LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

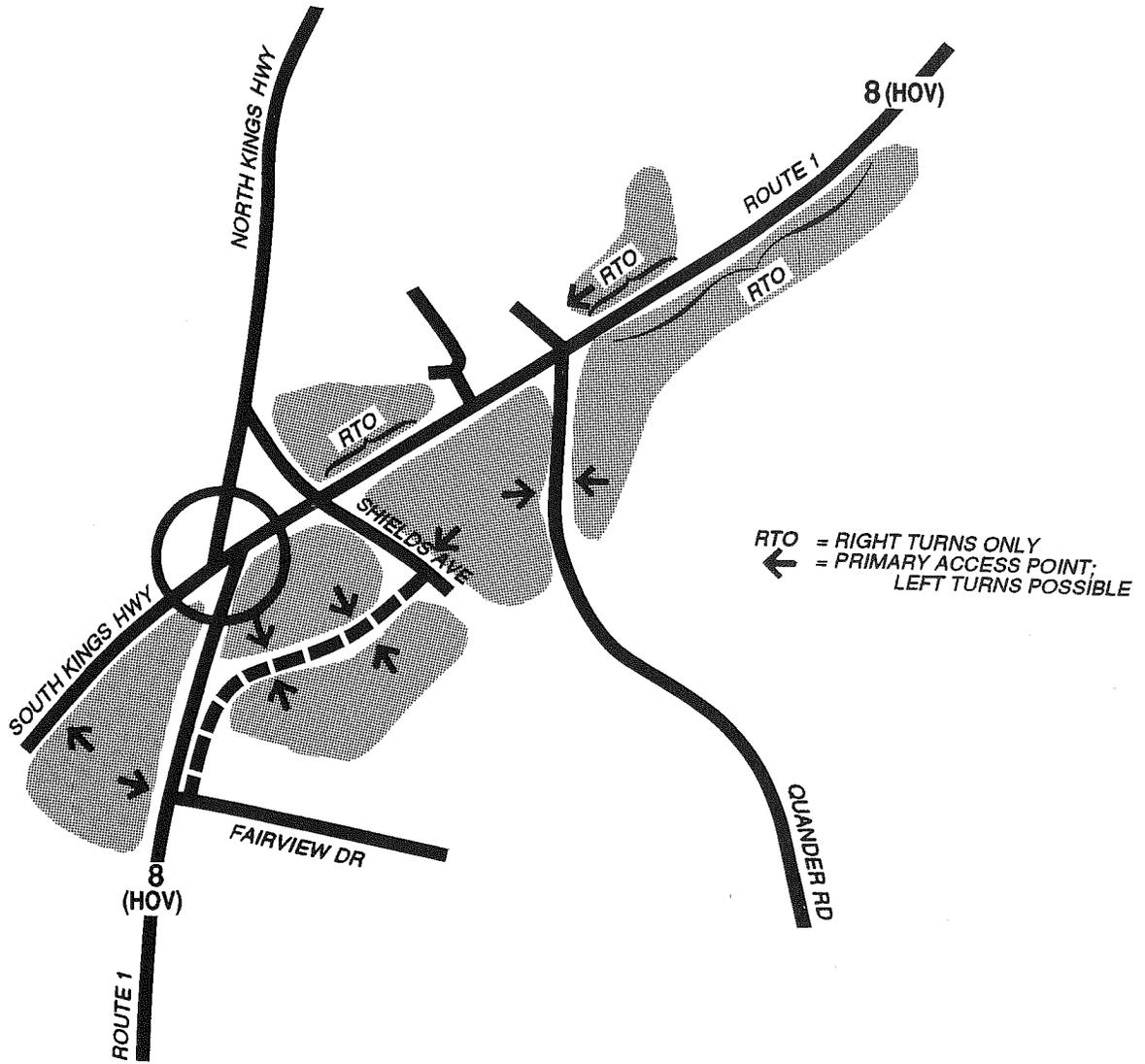


TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- ARTERIAL COLLECTOR LOCAL
- | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|
| ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| WIDEN OR IMPROVE EXISTING ROADWAY | | | | | | | | | |
| CONSTRUCT ROADWAY ON NEW LOCATION | | | | | | | | | |
- | | | | | |
|---|---|---|---|---------|
| 2 | 4 | 6 | 8 | 8 (HOV) |
| TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.) | | | | |
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
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HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



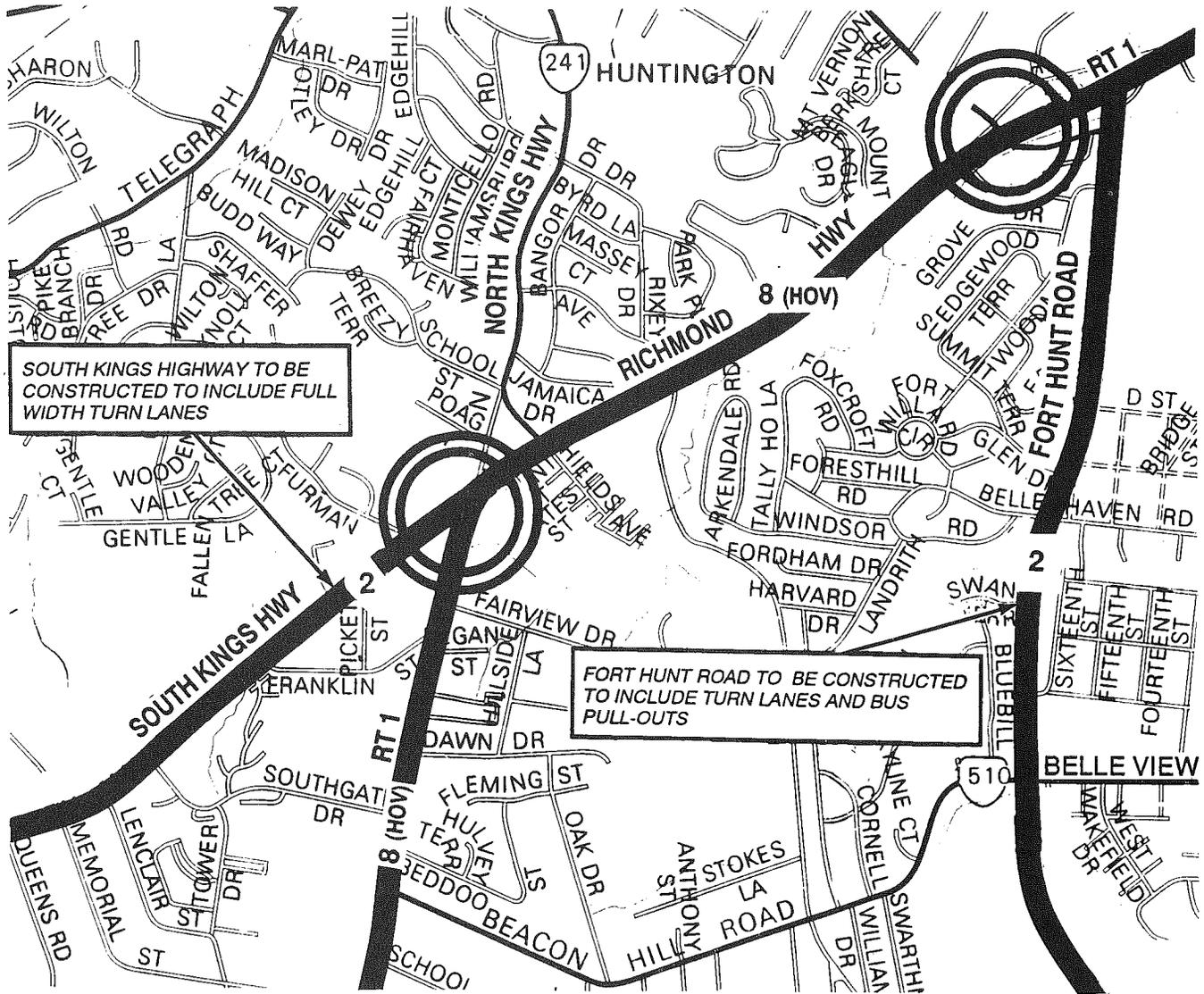
RTO = RIGHT TURNS ONLY
 ← = PRIMARY ACCESS POINT; LEFT TURNS POSSIBLE

TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- ARTERIAL COLLECTOR LOCAL
- ————— WIDEN OR IMPROVE EXISTING ROADWAY
- ||||| ||||| CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
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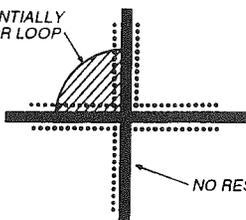
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS NOT AVAILABLE

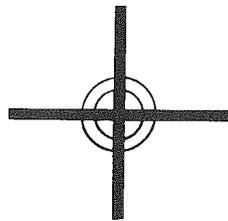
AREA POTENTIALLY NEEDED FOR LOOP



NO RESTRICTED ACCESS

RESTRICTED ACCESS AREAS

FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8
TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

➔ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FIGURE 67

PARKS AND RECREATION RECOMMENDATIONS

SECTOR MV3

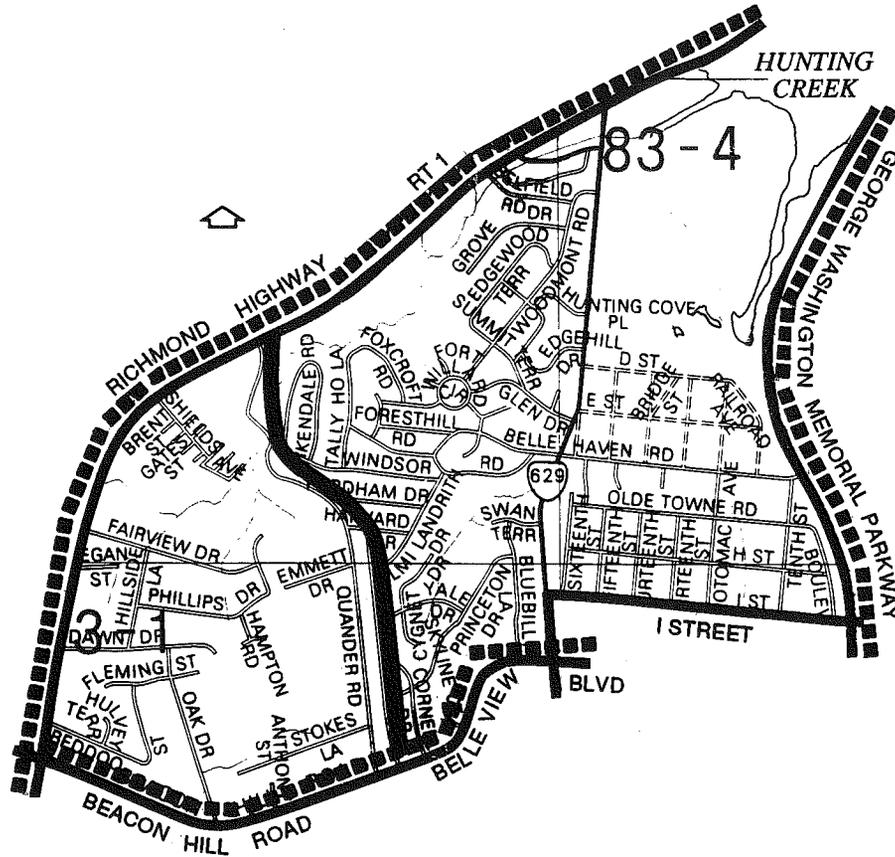
PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Belle Haven	Complete transfer of ownership of Belle Haven Park to Fairfax County Park Authority as scheduled. Initiate master planning process and develop this 16+ acre park when feasible in accordance with the approved master plan.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
Fort Willard Circle	Initiate master planning process and develop this park in accordance with the approved plan. Seek historic preservation easements on selected properties.

Trails

Trails planned for this sector are delineated on Figure 68 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

MV3

BELLE HAVEN COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 68
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MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

Dating back to the 17th century, this sector is one of the County's earliest settlements. The sector is located between Fort Hunt Road and the Potomac River south of I Street and north of Collingwood Road. Much of the parkland within the right-of-way of the George Washington Memorial Parkway forms the eastern border of the sector. The northern portion of the sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway. Bike and hike trails traverse the Parkway.

Historic landmarks include structures such as Wellington and Collingwood which are open to the public as well as privately owned structures. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. Historic shipwrecks also can be expected.

CONCEPT FOR FUTURE DEVELOPMENT

All of Sector MV4 is recommended to develop in Suburban Neighborhoods as described in the Concept for Future Development.

RECOMMENDATIONS

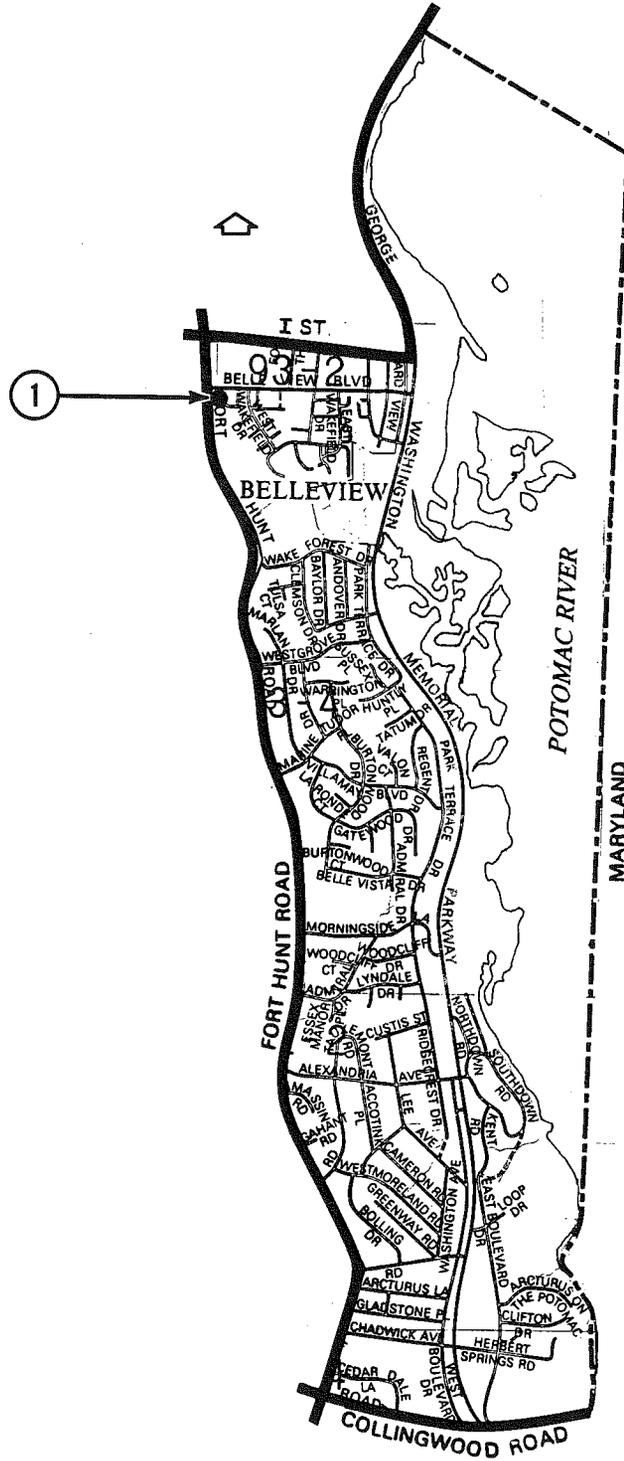
Land Use

The Wellington Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Figure 69 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Belle View apartment complex located along Belle View Boulevard between Fort Hunt Road and Boulevard View Drive is planned for multi-family residential use at 16-20 dwelling units per acre. Those units located on the south side of Belle View Boulevard between Fort Hunt Road and West Wakefield Drive include various by-right commercial uses which have developed into a pedestrian-scaled mix of office, service retail and residential uses. Commercial uses at this corner should be allowed to continue, but there should be no expansion of these or other commercial uses into any other part of the residential apartment complex.
2. Any new development having direct access to, or a visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, as well as the character of the adjoining low density, detached single-family residential communities.
[Not shown.]

MV4 WELLINGTON COMMUNITY PLANNING SECTOR



**FAIRFAX
COUNTY**

**LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP**

**FIGURE
69**

Transportation

Transportation recommendations for this sector are shown on Figure 70. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Significant prehistoric and historic sites can be expected in this sector. Heritage resources survey work is especially desirable outside the George Washington Parkway area, where some survey work has been undertaken.

Parks and Recreation

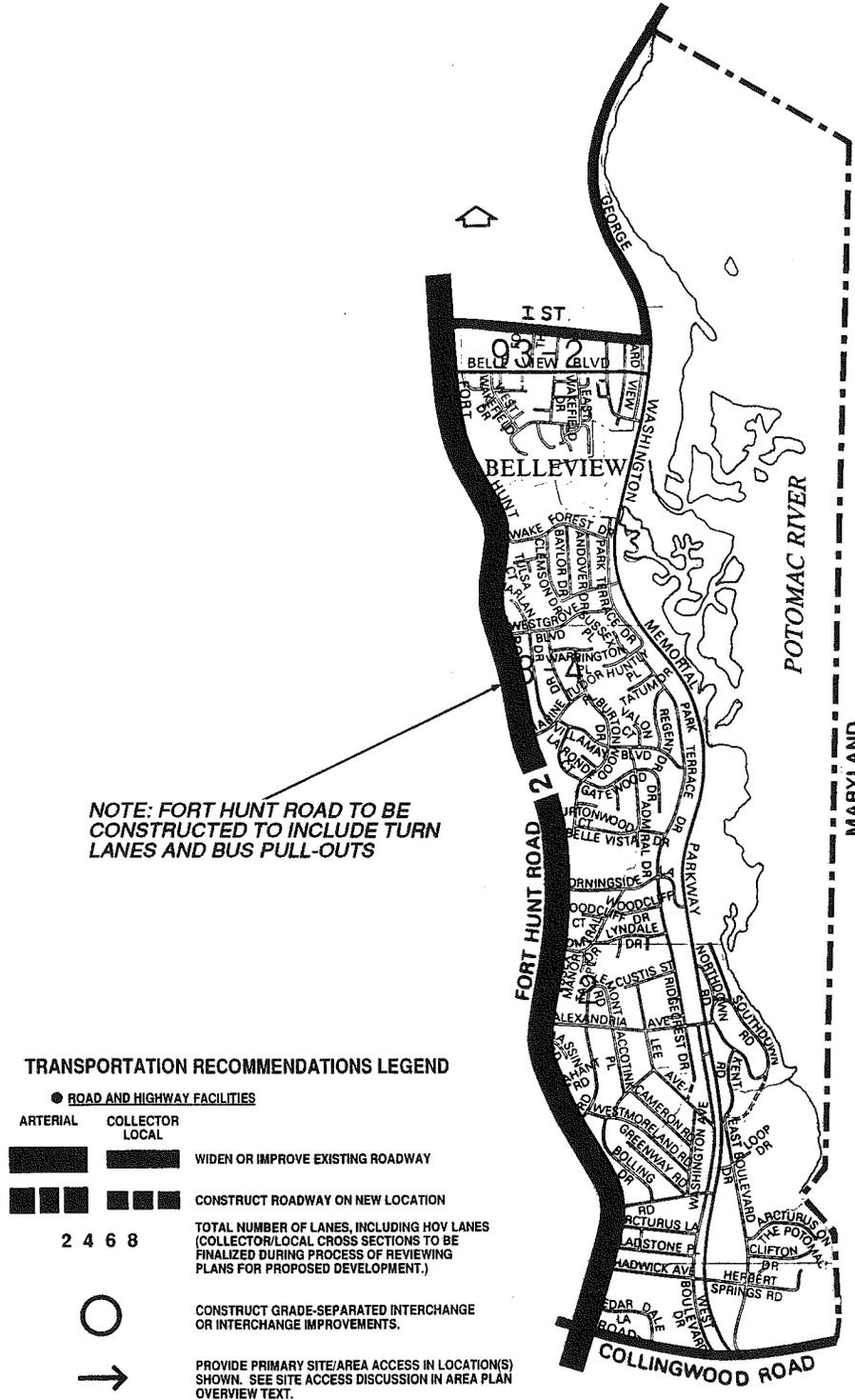
Park and recreation recommendations for this sector are shown on Figure 71. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 72 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

MV4

WELLINGTON COMMUNITY PLANNING SECTOR



NOTE: FORT HUNT ROAD TO BE CONSTRUCTED TO INCLUDE TURN LANES AND BUS PULL-OUTS

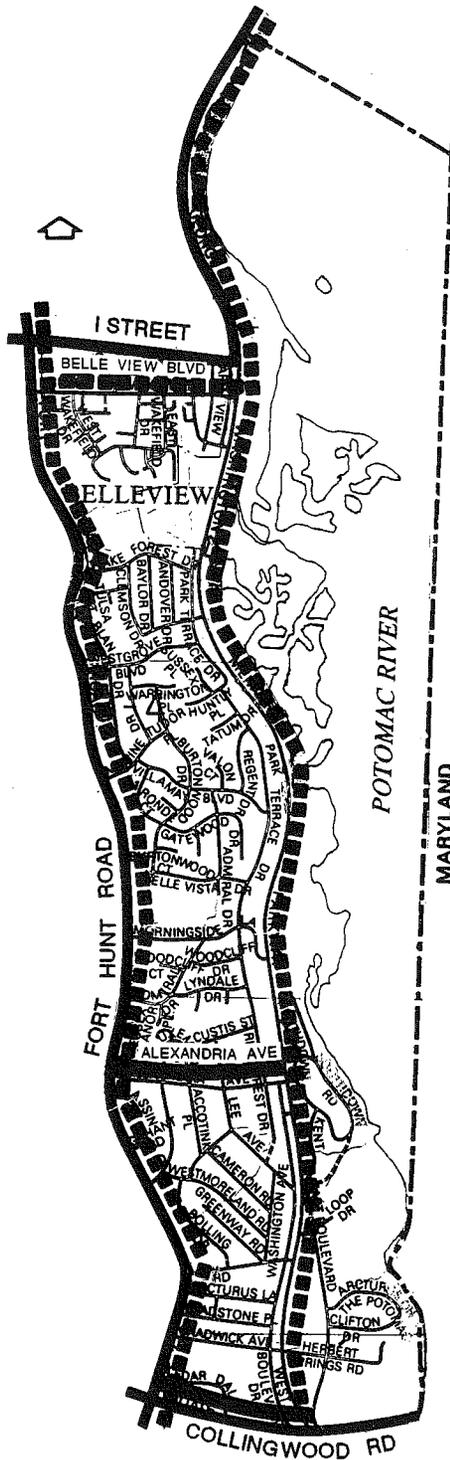
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FIGURE 71
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV4

PARK CLASSIFICATION	RECOMMENDATIONS
<hr/>	
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development.
<hr/>	
COMMUNITY PARKS:	
Collingwood	
Westgrove	Seek conversion of long-term lease on this publicly-owned land to ownership by the Fairfax County Park Authority. Initiate master planning process and develop with a mix of active and passive recreational facilities in accordance with the approved plan. Pursue acquisition of 18-acre Parcel 93-4((1))3 for Community Park use.
<hr/>	
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.
<hr/>	
COUNTYWIDE PARKS:	Investigate potential for obtaining historic preservation easements on selected properties.
<hr/>	
STATE/FEDERAL:	
George Washington Memorial Parkway	Coordinate with National Park Service in seeking scenic easements on privately owned properties along Potomac shorelines.
Fort Hunt (National Park Service)	

MV4 WELLINGTON COMMUNITY PLANNING SECTOR



NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

KEY

- PRIMARY TRAIL FUNCTION:**
 PEDESTRIAN
 BICYCLE
 EQUESTRIAN

MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

Low density, single-family residences comprise the major land use within this sector. However, there is a wide range of types and sizes within the single-family housing. Two sizable mobile home parks and a large apartment development are located in this sector as well. The northern portion of the Gum Springs Conservation Area and the Gum Springs Redevelopment Area are located in Sector MV5. There is an urgent need for community parkland in the western portion of the sector.

Commercial areas are generally located along Route 1 which includes mostly strip-type retail development. The major roadways in this planning sector are Route 1, Fort Hunt Road, Beacon Hill Road, Sherwood Hall Lane, and Belle View Boulevard.

The sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hill subdivision, an excellent example of post World War II suburban architectural design.

Woodley-Nightingale Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

NOTE: Woodley Nightingale Redevelopment Area - This area is the subject of a special study area approved by the Board of Supervisors on December 3, 1990. Recommendations resulting from this study will be considered at future public hearings.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Route 1 Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979. A portion of the Conservation Area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Community Improvement Plans

Community Improvement Plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by providing public facilities such as storm drainage and street improvements including curb, sidewalk and gutter installation. Homeowners participate in the design of improvements and share in the cost. The following Community Improvement Areas are located in the MV5 Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Route 1 on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the western portions of this sector as the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Groveton Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Route 1 Corridor Area

Recommendations and policies for the Route 1 Corridor are provided in the Route 1 Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portions of the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in Sector MV5.

Outside of Route 1 Corridor

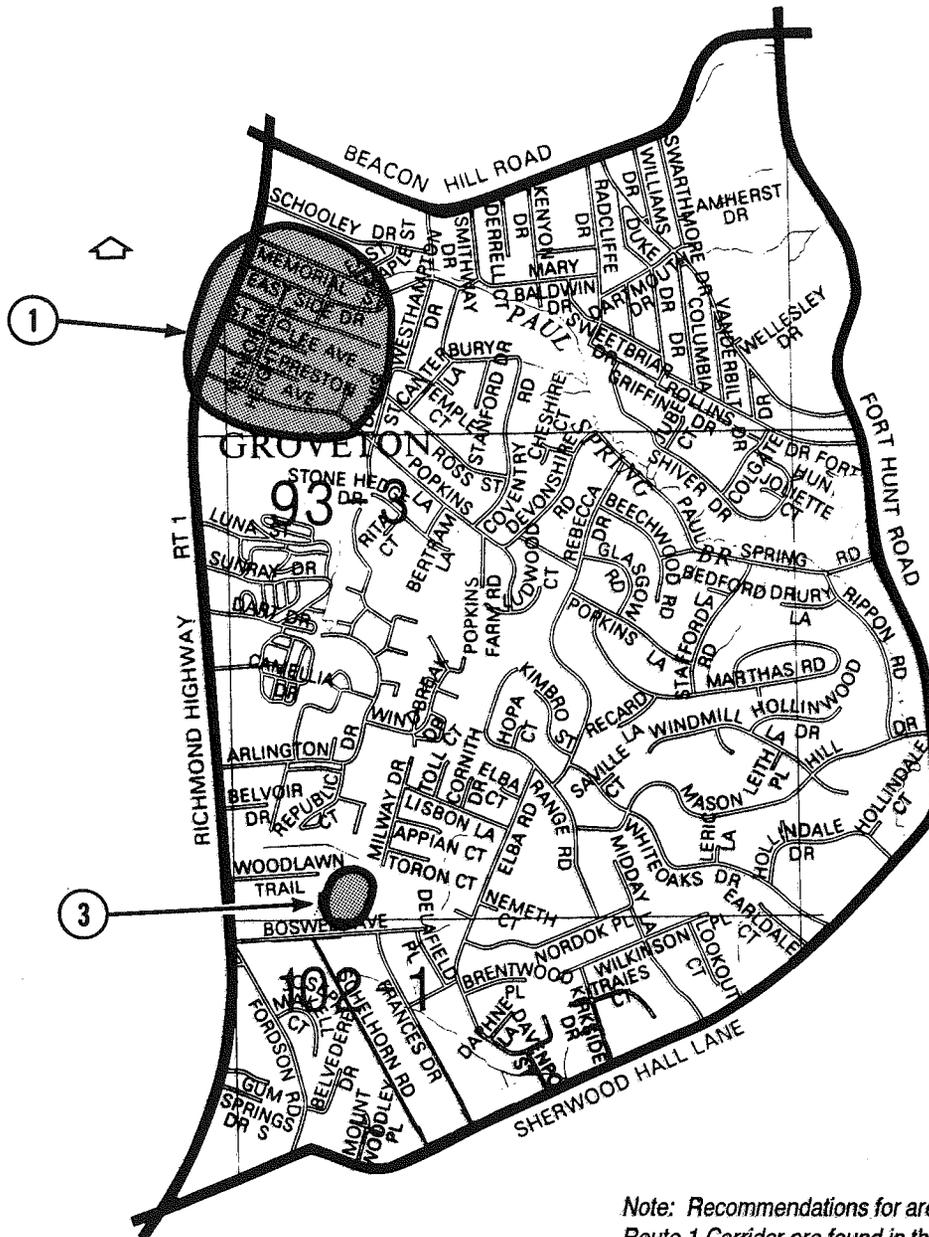
Figure 73 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential infill in Memorial Heights is planned for 3-4 dwelling units per acre.
2. Development is planned to conform with the recommendations cited in the Hybla Valley Farms, Gum Springs, Bucknell Heights, Calvert Park and Memorial Heights Community Improvement Plans and the Gum Springs Conservation and Redevelopment Plans as adopted by the Board of Supervisors. [Not shown.]
3. The vacant lots located between Hybla Valley Farms and Milway Meadows are planned for residential use at 2-3 dwelling units per acre.

Transportation

Transportation recommendations for this sector are shown on Figure 74. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

MV5 GROVETON COMMUNITY PLANNING SECTOR



Note: Recommendations for areas in the Route 1 Corridor are found in the Route 1 Corridor Area Plan. Corresponding maps are included in that plan.

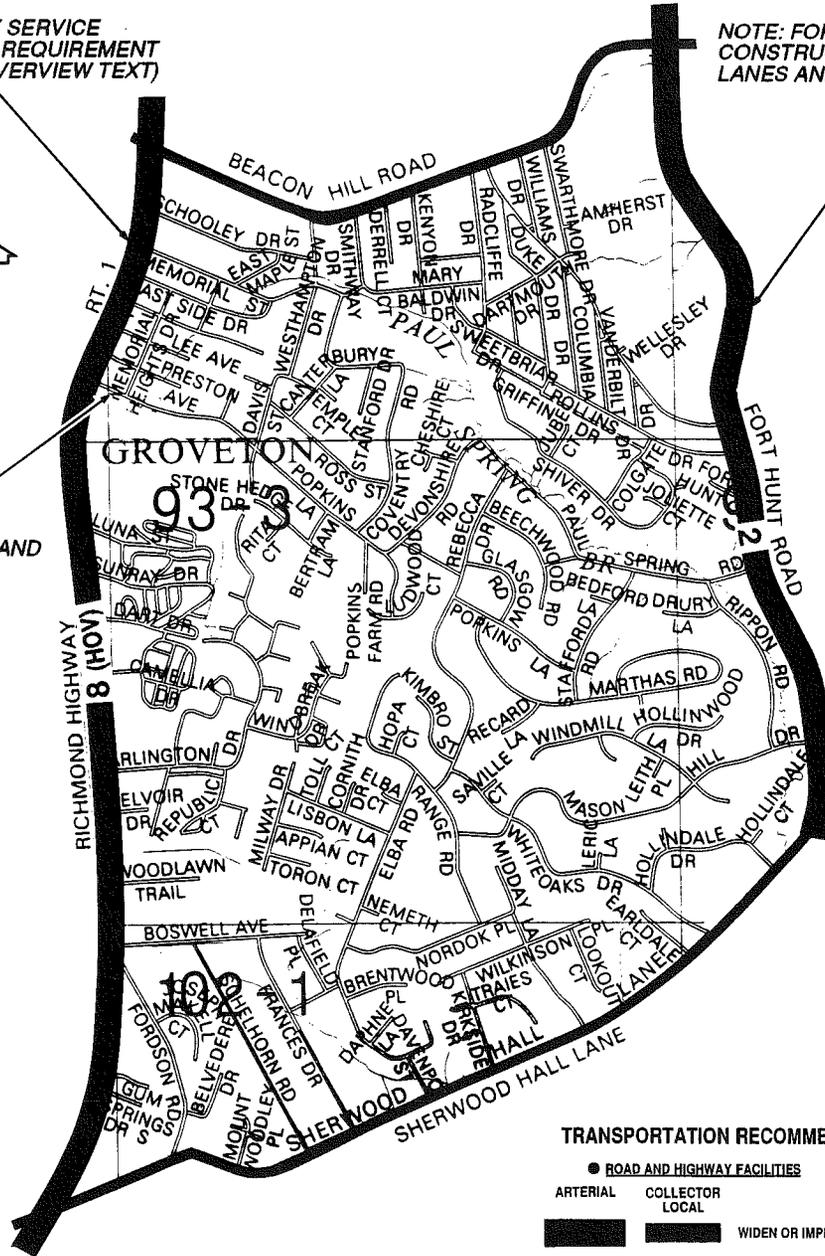
MV5

GROVETON COMMUNITY PLANNING SECTOR

PRIMARY HIGHWAY SERVICE
DRIVE ORDINANCE REQUIREMENT
(SEE AREA PLAN OVERVIEW TEXT)

NOTE: FORT HUNT ROAD TO BE
CONSTRUCTED TO INCLUDE TURN
LANES AND BUS PULL-OUTS

ALIGN POPKINS LANE AND
COLLARD STREET



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
LOCAL

██████████ ██████████ WIDEN OR IMPROVE EXISTING ROADWAY

██████████ ██████████ CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES
(COLLECTOR/LOCAL CROSS SECTIONS TO BE
FINALIZED DURING PROCESS OF REVIEWING
PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN
OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

Heritage Resources

The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular is Gum Springs, an early 19th century Free Black community. Survey work should be undertaken to locate and preserve significant heritage resources. Additionally, preservation of the Hollin Hills subdivision is encouraged.

Public Facilities

Expand the Gum Springs Community Center located on Fordson Road in Sector MV5 by approximately 4,000 square feet to meet future community needs.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 75. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 76 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

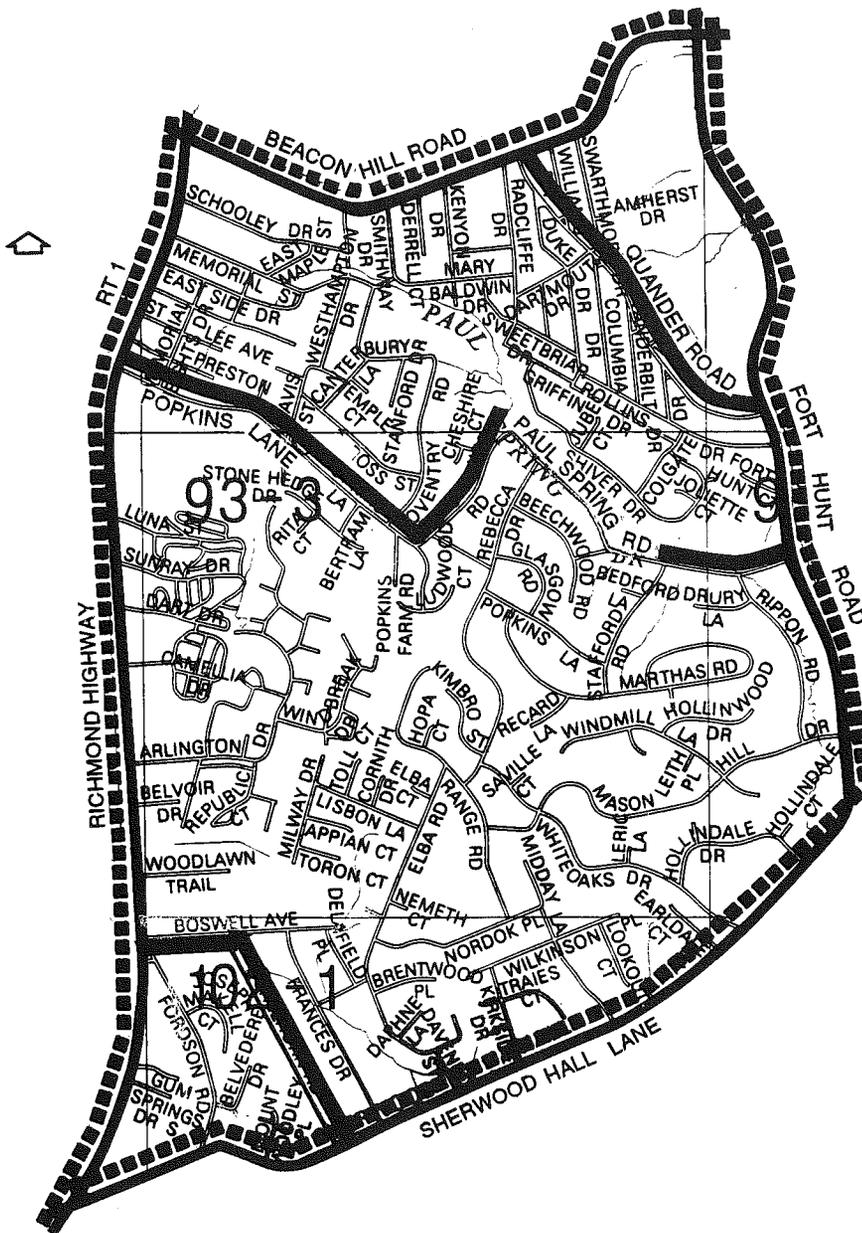
A pedestrian trail should be in the general area of the Boswell Avenue right-of-way between Parcels 102-1((7))(4)53, 54 and 55 on the north side, Parcel 102-1((7))(9)501 on the south and Parcels 102-1((19))(2)20 and 21 to the east. It should be aligned with the end of the paved street of Boswell Avenue and the portion of Woodlawn Trail connected to Elba Road. Trail improvements should be environmentally sensitive to the wildlife sanctuary and woodland being preserved by the Hollin Hills Community Association and be in harmony with the natural character of the area.

That part of the proposed east-west trail along Paul Spring Road should be constructed so that the existing trees are preserved.

FIGURE 75
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV5

PARK CLASSIFICATION	RECOMMENDATIONS
<hr/>	
NEIGHBORHOOD PARKS:	
Bucknell Manor Hollin Meadows White Oaks	<p>In accordance with approved master plan, the notable environmental resources located on this park site should be preserved in the course of development.</p> <p>Plan and develop an Urban Park in the Beacon/Groveton and Hybla Valley Community Business Centers located within this sector. For any park developed in Gum Springs there should be an emphasis on interpreting the history of the Gum Springs area.</p>
<hr/>	
COMMUNITY PARKS:	Identify a Community Park site where land dedication can be provided singularly or in combination with other development or purchase by the County to provide needed active recreation facilities.
<hr/>	
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.
<hr/>	
COUNTYWIDE PARKS:	
Mt. Vernon Recreation Center	
Paul Spring Stream Valley	<p>Seek open space easements on privately-owned portions of the stream valley and develop pedestrian trail connections to adjacent public parks.</p> <p>Investigate potential for obtaining historic preservation easements on selected properties.</p>

MV5 GROVETON COMMUNITY PLANNING SECTOR



KEY

- PRIMARY TRAIL FUNCTION:**
- PEDESTRIAN
 - BICYCLE
 - EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 76
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MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

Most of this sector is characterized by low density, single-family development. However, there are garden apartments located along Route 1 and a number of townhouse developments located throughout the sector. The medical/governmental complex is complemented by adjacent private offices, elderly housing and a nursing home. Neighborhood retail centers are located within this sector.

Aside from the small span of Route 1 frontage near its intersection with Sherwood Hall Lane, the major roadways in this sector are Fort Hunt Road, Sherwood Hall Lane, Collingwood Road and the George Washington Memorial Parkway.

The Paul Spring Branch that flows through the Fort Hunt Community Planning Sector becomes part of the North Branch before it flows into Little Hunting Creek. The Federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the sector.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The sector also contains the southern portion of Gum Springs, a 19th century Free Black community.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979. A portion of the Conservation Area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road.

CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Fort Hunt Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 77 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The approximately 11 acres of Parcel 102-3((11))A1 located adjacent to Little Hunting Creek Park and the Coast Guard Radio Station is planned for open space use.
2. Commercial uses located at the northeast intersection of Elkin Street and Whittington Boulevard (tax map 102-3((1))44B, 44C, and 44D) are planned for neighborhood-serving retail and office use up to .25 FAR. This recommendation reflects the current use of this property and is not intended to provide for more intensive commercial development.
3. All development within and adjacent to the Gum Springs Community should be consistent with the neighborhood improvement program and conservation plans for that community. If there is a conflict with the Comprehensive Plan the Community Improvement Plan/Conservation Plan shall take precedence. Significant heritage resources within the historic community of Gum Springs should be identified prior to development and preserved, recovered or recorded.
4. Any new development having direct access to, or a visual impact upon, the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, and should be low density, detached single-family residential dwellings. No additional non-residential uses should be permitted, nor any expansion to or intensification of existing non-residential uses, in order to preserve the unique scenic character of this parkway. [Not shown.]

Transportation

Transportation recommendations for this sector are shown on Figure 78. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular, the Gum Springs Conservation Area could contain early 19th century archaeological resources representing Free Blacks. Such resources are of the highest level of significance for locating and preserving. Several historic sites, some privately owned, have already been identified and should be protected.

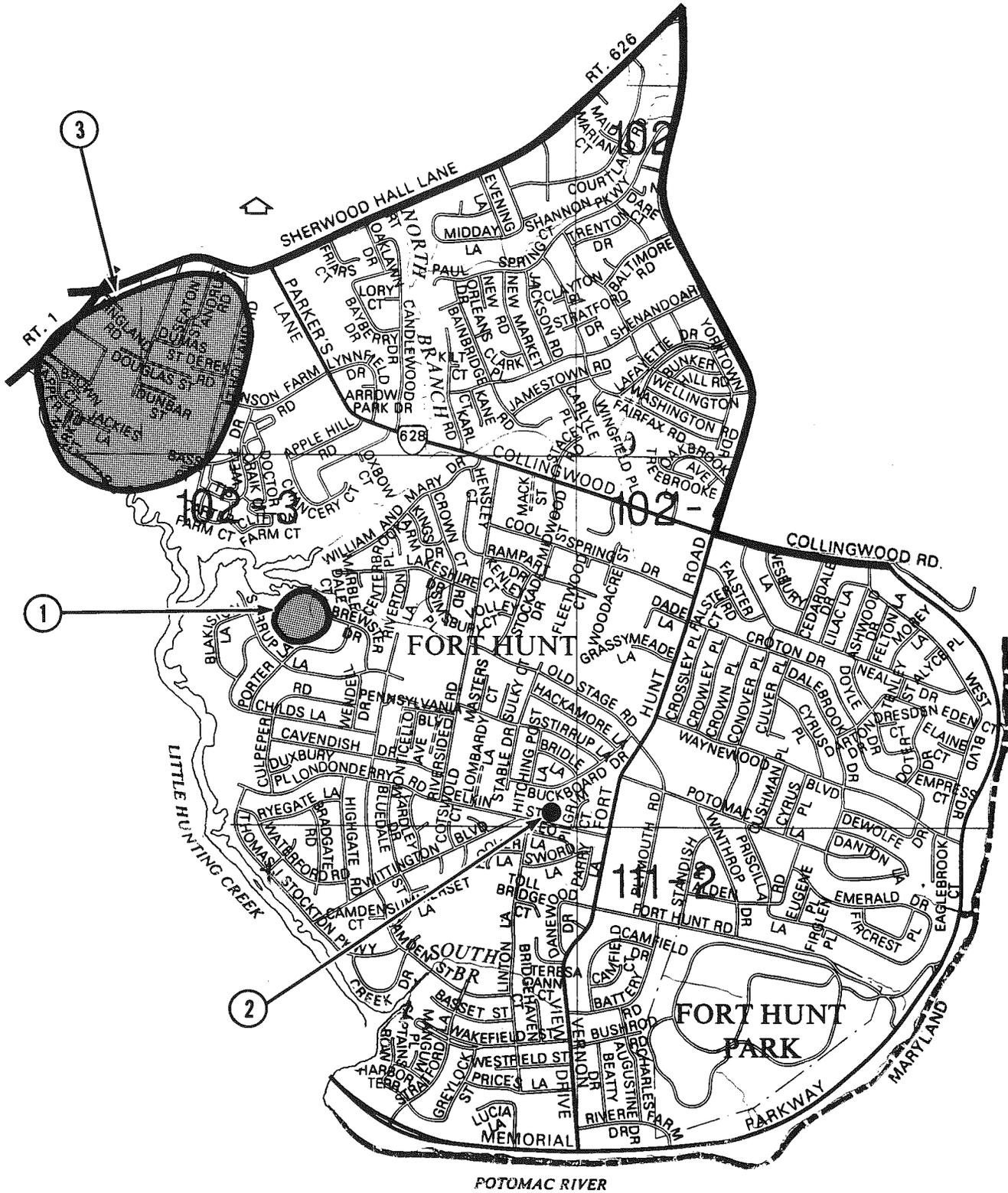
Public Facilities

1. The site of the Little Hunting Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.
2. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 79. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

MV6 FORT HUNT COMMUNITY PLANNING SECTOR

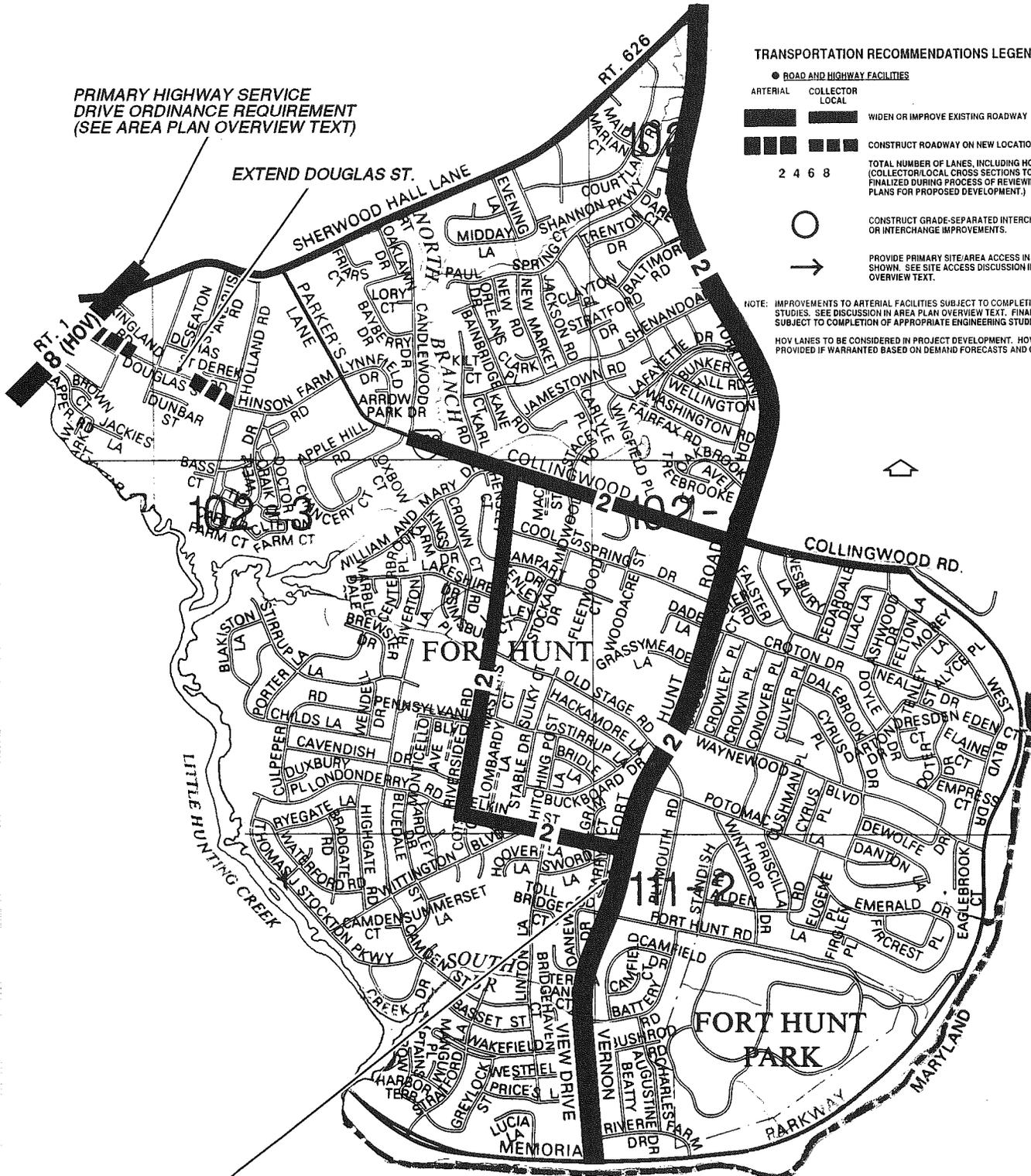


FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 77
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MV6

FORT HUNT COMMUNITY PLANNING SECTOR

PRIMARY HIGHWAY SERVICE
DRIVE ORDINANCE REQUIREMENT
(SEE AREA PLAN OVERVIEW TEXT)



TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8
- TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

NOTE: FORT HUNT ROAD TO BE CONSTRUCTED TO INCLUDE TURN LANES AND BUS PULL-OUTS

POTOMAC RIVER

FIGURE 79
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Carl Sandburg School Site Stratford Landing Kirk	Initiate a master planning process and develop in accordance with approved plan.
COMMUNITY PARKS:	
Fort Hunt Foster Int. School Site Hollin Hall Martin Luther King, Jr. Williamsburg Manor	Complete development of existing parks, as needed, in accordance with approved master plans.
DISTRICT PARKS:	This sector lies within the service area of Grist Mill District Park.
COUNTYWIDE PARKS:	
Paul Spring Stream Valley Little Hunting Creek Stream Valley	Protect Environmental Quality Corridors and provide public trail access through acquisition of land and/or donation of easements on privately owned portions of Paul Spring and Little Hunting Creek Stream Valleys in accordance with Fairfax County Park Authority Stream Valley Policy. Complete countywide stream valley trail development.
STATE/FEDERAL:	
Fort Hunt Park (National Park Service, NPS)	
George Washington Memorial Parkway (NPS)	

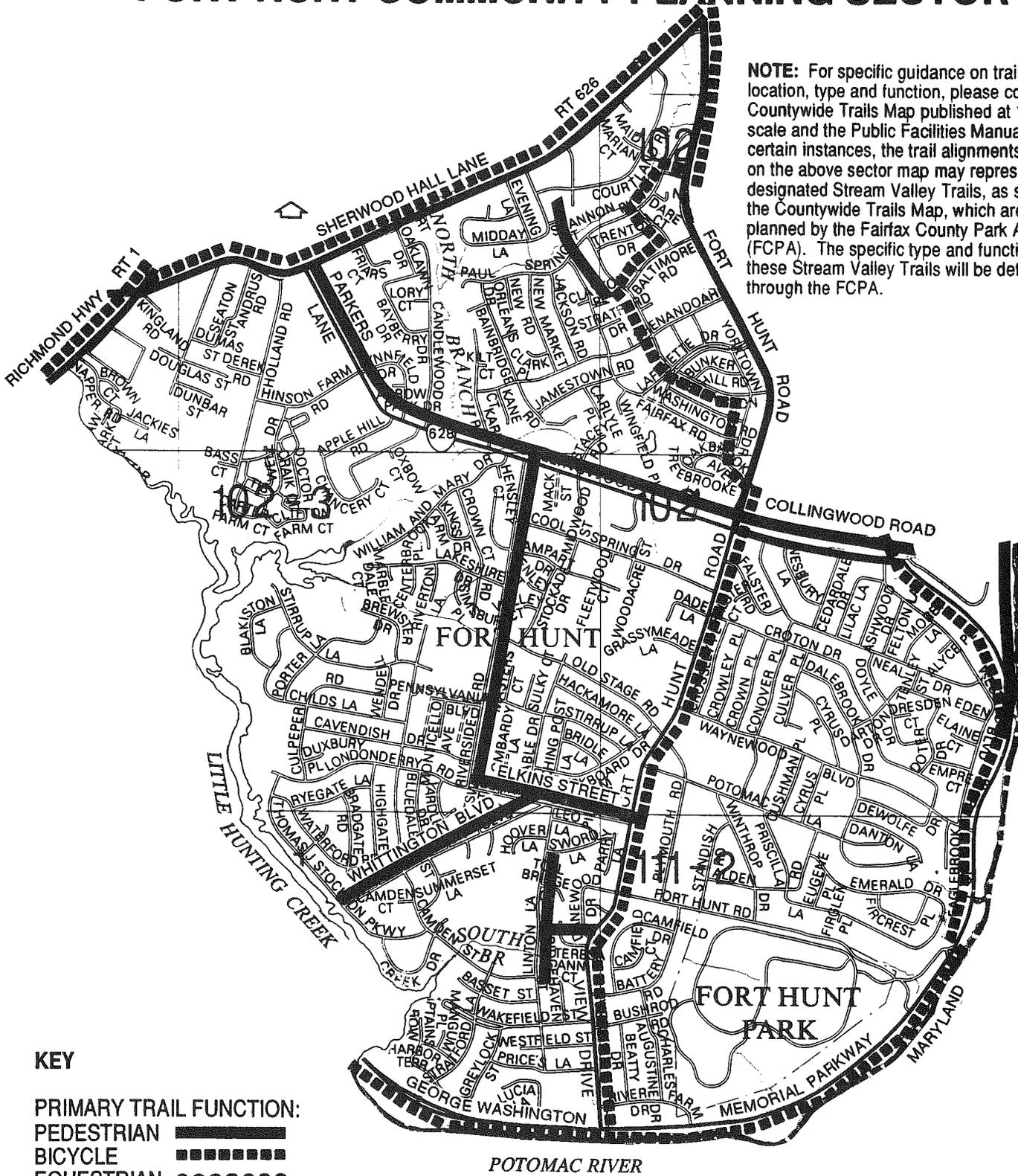
Trails

Trails planned for this sector are delineated on Figure 80 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

MV6

FORT HUNT COMMUNITY PLANNING SECTOR

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.



MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

Located in the southeast portion of the district, this sector has a diverse character. Low density, single-family residences predominate east of the Route 1 Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also comprise the residential segment of the Mount Vernon sector. A national historic treasure, Mount Vernon, is located in this sector, which attracts over one million visitors annually.

The commercial district along Route 1 is mainly uncoordinated, striptype retail uses although some newer redeveloped commercial areas are well designed. Route 1, Mount Vernon Highway, Mount Vernon Memorial Highway, Old Mount Vernon Road and the George Washington Memorial Parkway are the major roadways in this sector.

A private country club with an 18-hole golf course occupies 42 acres. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in Sector MV7.

Also located within the sector is the George Washington Grist Mill Park owned by the Commonwealth of Virginia. In addition to other notable historic sites such as Carlby and Ferry Landing Farm, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr Community Improvement Area

On March 26, 1990, the Board of Supervisors adopted the Mount Zephyr Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Mount Zephyr Community Improvement Area includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road and bounded by commercially-zoned parcels along Route 1 on the west.

Mount Vernon Manor Community Improvement Area

On January 28, 1991, the Board of Supervisors adopted the Mount Vernon Manor Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter and storm drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Mount Vernon Manor Community Improvement Area includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the portions of this sector along the Route 1 Corridor as part of the Woodlawn Community Business Center. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Mount Vernon Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Route 1 Corridor Area

Recommendations and policies for the Route 1 Corridor are provided in the Route 1 Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portion of the Woodlawn Community Business Center is located in Sector MV7.

Outside the Route 1 Corridor

Figure 81 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential development at 2-3 dwelling units per acre is planned for parcels along both sides of Central Avenue, along Old Mount Vernon Road north of Riverside Elementary School and along the west side of Mount Vernon Highway between Parcel 101-4((1))18A and Parcel 101-2((1))29A. Only a short distance separates the properties from Route 1. Consolidated access points and an interior street pattern which promotes clustering and buffers existing uses adjacent to the property should be provided.
2. Development of Ferry Landing Farm along the Potomac River shoreline south of Ferry Landing Road (tax map 110-3((1))18) is planned for 1-2 dwelling units per acre to be consistent with adjacent use, density and character.
3. Residential use at 2-3 units per acre is planned for the approximately 11 acres of land located at the north end of Route 235 North, between Mount Vernon Highway and Little Hunting Creek near its intersection with Route 1. Units should be clustered at the southern end of the property with only one point of access onto Mount Vernon Highway and as little direct frontage as possible. Such development should be attractively designed and well-buffered; the floodplain, along the northeastern edge of the parcel, should be preserved as open space.
4. Any new development having a direct access to, or a visual impact upon Old Mount Vernon Road, Mount Vernon Memorial Highway, Mount Vernon Highway and the George Washington Memorial Parkway should be compatible with the historic and scenic character of these routes and should be low density detached single-family residences. [Not shown.]

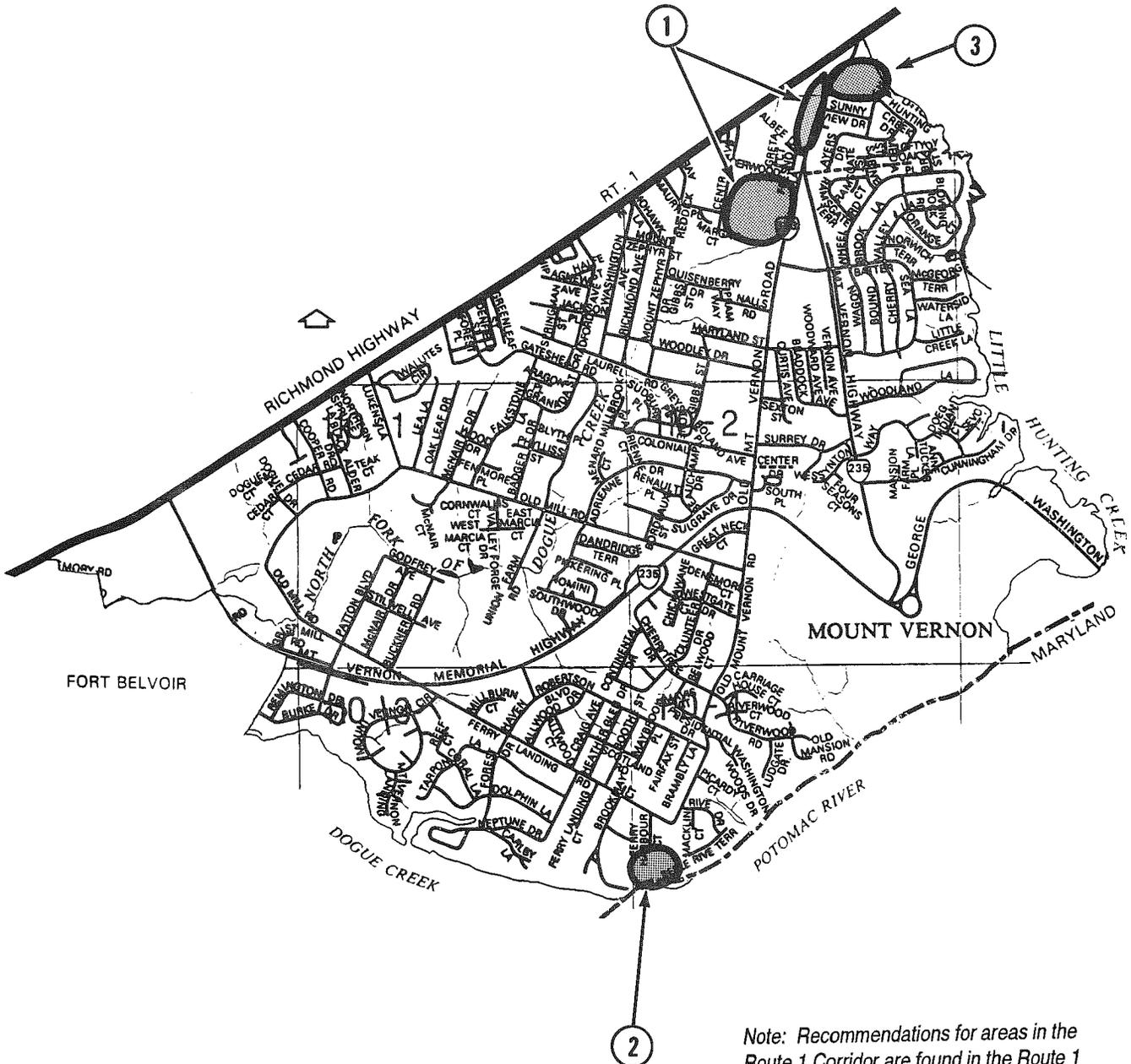
Transportation

Transportation recommendations for this sector are shown on Figure 82. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

1. Part of the Woodlawn Historic District lies within this area. Regulations for this area are discussed in Sector MV8.
2. The historic Indian hamlet of Namassingakent may be located just north of Dogue Creek or along the Potomac River. This site should be identified, evaluated, and preserved, as appropriate.

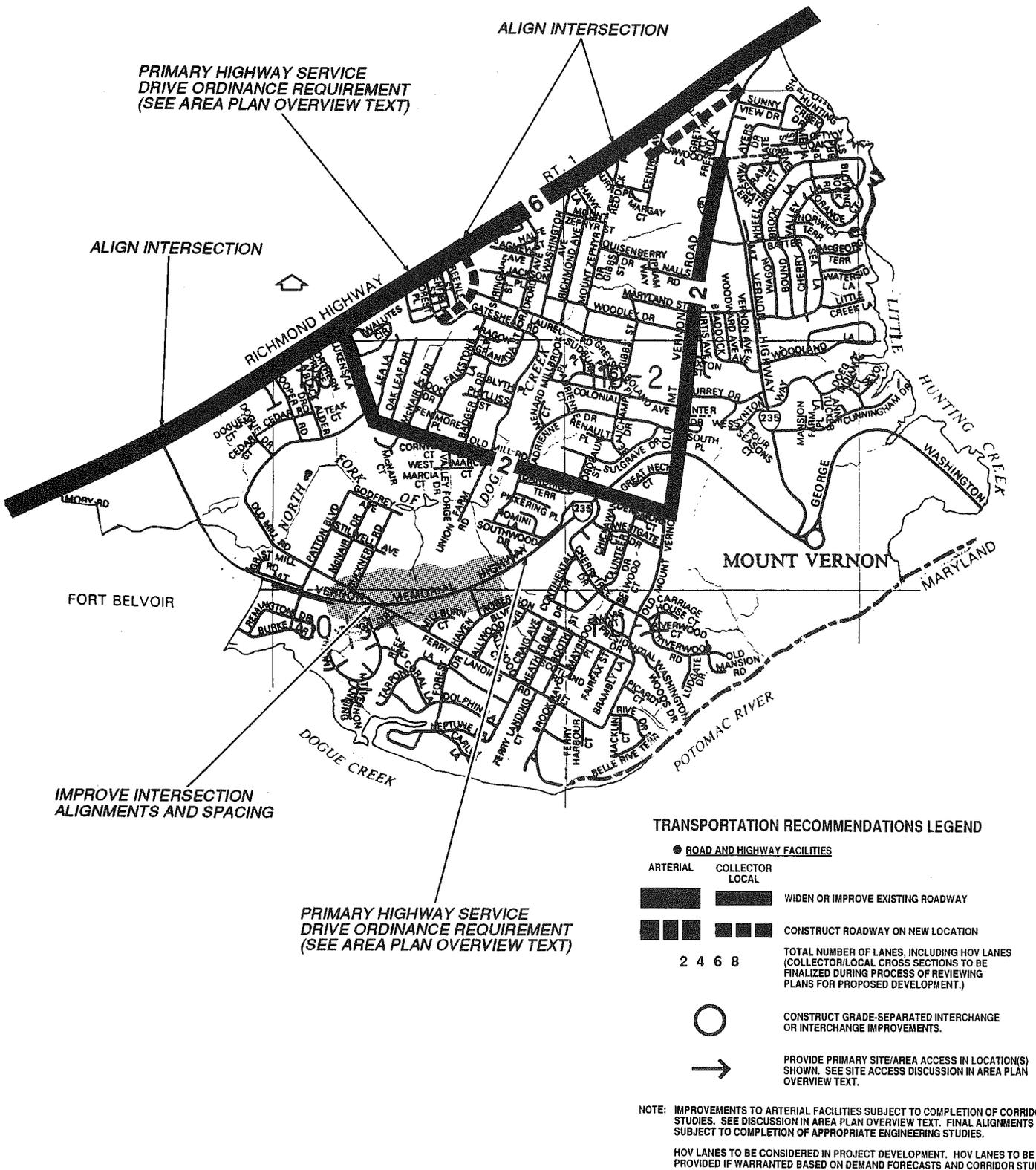
MV7 MT. VERNON COMMUNITY PLANNING SECTOR



Note: Recommendations for areas in the Route 1 Corridor are found in the Route 1 Corridor Area Plan. Corresponding maps are included in that plan.

MV7

MT. VERNON COMMUNITY PLANNING SECTOR



Public Facilities

The site of the former Dogue Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 83. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 84 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

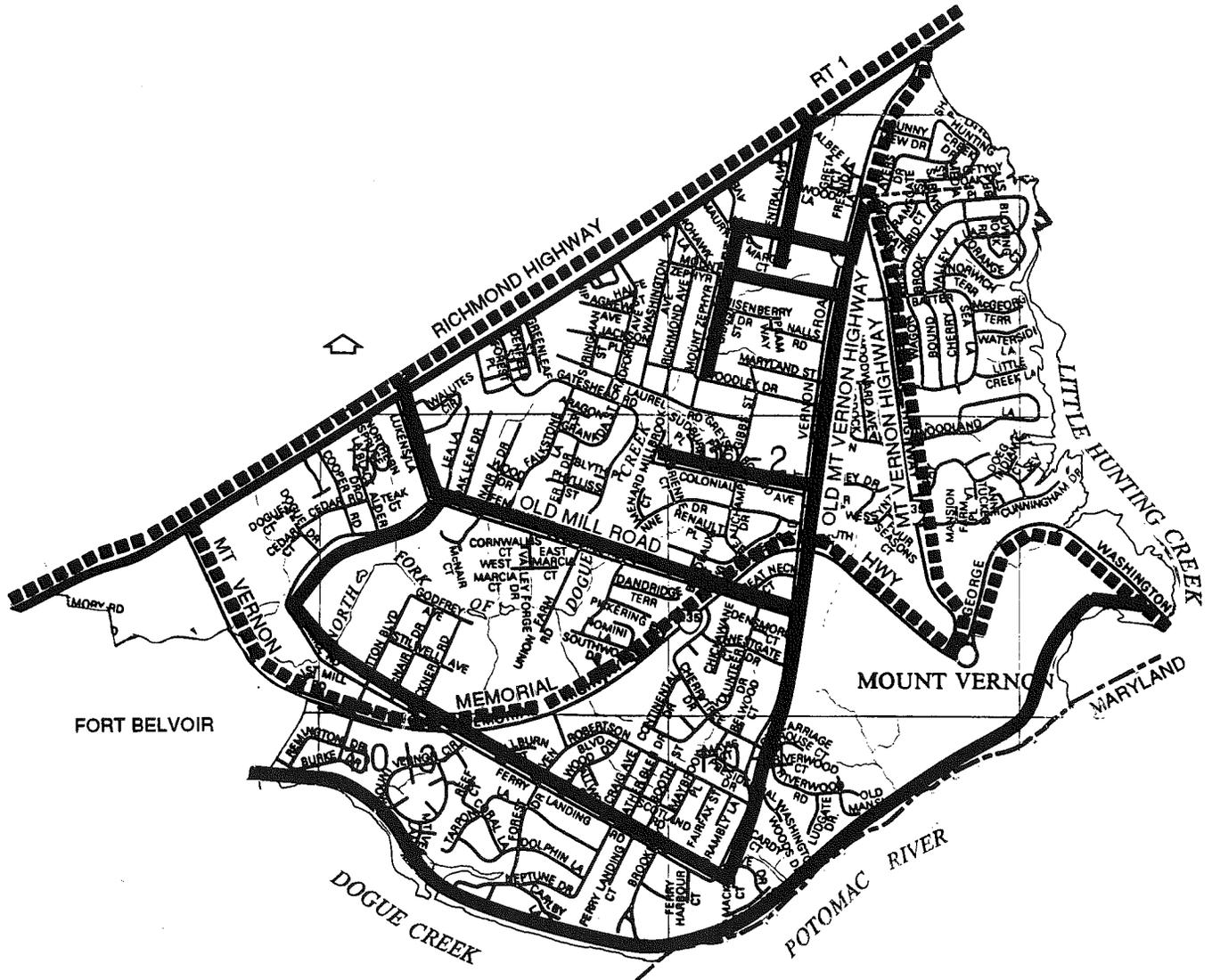
FIGURE 83

PARKS AND RECREATION RECOMMENDATIONS

SECTOR MV7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Woodley Hills Mount Zephyr	
Vernon Heights	No development is currently planned for this site.
<hr/> COMMUNITY PARKS:	
Mount Vernon Manor Washington Mill	Initiate a master planning process and develop in accordance with approved plan.
<hr/> DISTRICT PARKS:	
Grist Mill	Complete development of Grist Mill Park.
George Washington Recreation Center/Park	
<hr/> COUNTYWIDE PARKS:	
Dogue Creek Stream Valley Little Hunting Creek Stream Valley	Protect Dogue Creek and Little Hunting Creek Environmental Quality Corridors through acquisition of open space easements by the Fairfax County Park Authority.
<hr/> STATE/FEDERAL:	
George Washington Grist Mill State Park	
Mount Vernon Memorial Parkway	

MV7 MT. VERNON COMMUNITY PLANNING SECTOR



KEY

- PRIMARY TRAIL FUNCTION:**
 PEDESTRIAN
 BICYCLE
 EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The sector is adjacent to Huntley Meadows Park on the north and Fort Belvoir on the west. Route 1 is the primary transportation route serving this sector.

A diverse mix of housing types is found in this sector and includes low density single-family detached homes, garden apartments, townhouses, and condominiums. Commercial development is located along the Route 1 Corridor and consists of mainly local-serving retail enterprises.

This sector is best known for Woodlawn Plantation and the Woodlawn Historic District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Route 1 and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelley Custis Lewis.

Other areas, particularly in the Dogue Run watershed remain open and have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the early 19th century. Significant prehistoric sites also are possible.

Engleside Community Improvement Area

On January 27, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan prepared by the Department of Housing and Community Development, to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements including curb and gutter installation. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Route 1 and Engleside Plaza on the south and the western lot lines along Woodlawn Court on the west.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development depicts the western portion of the Woodlawn Community Business Center located in this sector with the remainder of the sector recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Woodlawn Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Route 1 Corridor Area

Recommendations and policies for the Route 1 Corridor are provided in the Route 1 Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The western portion of the Woodlawn Community Business Center and adjacent Suburban Neighborhoods are located in Sector MV8.

Outside of Route 1 Corridor

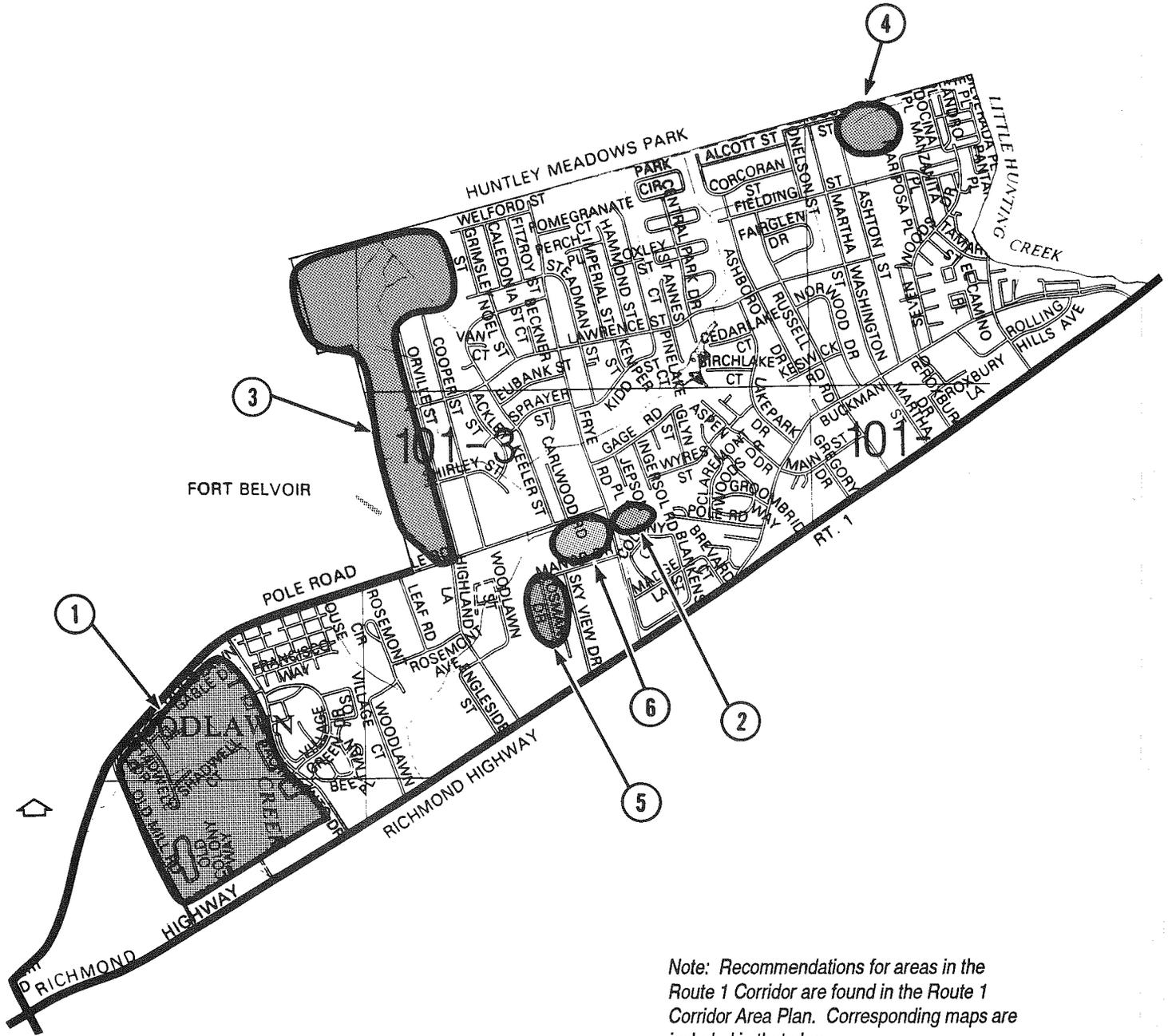
Figure 85 indicates the geographic location of land use recommendations for this sector.

1. With the exception of those properties fronting on Route 1, remaining vacant lots in the area between Sacramento Drive and Old Mill Road are planned for residential use at 16-20 dwelling units per acre. Substantial consolidation of parcels within this area is encouraged and should include properties fronting on Route 1 to achieve a planned development. Such residential development should exhibit outstanding architectural and site plan design quality. Liberal use of open space, recreational and landscaped areas should be integrated into the overall development concept. The Dogue Creek floodplain area should exist in a natural state. No channelization of this floodplain is recommended. Efforts to protect downstream areas from flooding should be made in conjunction with development on this site. A comprehensive pedestrian network serving on and off-site activity areas should be provided.
2. The two vacant parcels to the northwest of Woodlawn Manor Apartments (tax map 101-3((1))6 and 7) are planned for residential use at 8-12 dwelling units per acre. Development of the site should take into consideration the character of the surrounding detached single-family residences to the north and west and apartments to the south.
3. The eighty-nine acre parcel lying between Pole Road, Timothy Park subdivision, and Fort Belvoir is planned for public open space to be added to the Huntley Meadows Park.
4. The property which is currently the site of the Gum Springs WPIK radio mast, adjacent to the northwest section of the Sequoia Development, Huntley Meadows Park and Mount Vernon Woods Park, is planned for residential use at 8-12 dwelling units per acre. Design of the project should take special care to consider adjacent uses, traffic levels along Buckman Road and Seven Woods Drive, the adjacent Mount Vernon Elementary School and the Mount Vernon Woods and Huntley Meadows Parks.
5. Lots along Osman Road are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners along Osman Road petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.
6. Residential lots bounded by Manor Drive on the south, Frye Road on the east, Pole Road on the northwest and Woodlawn Park on the west are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners in this area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

Transportation

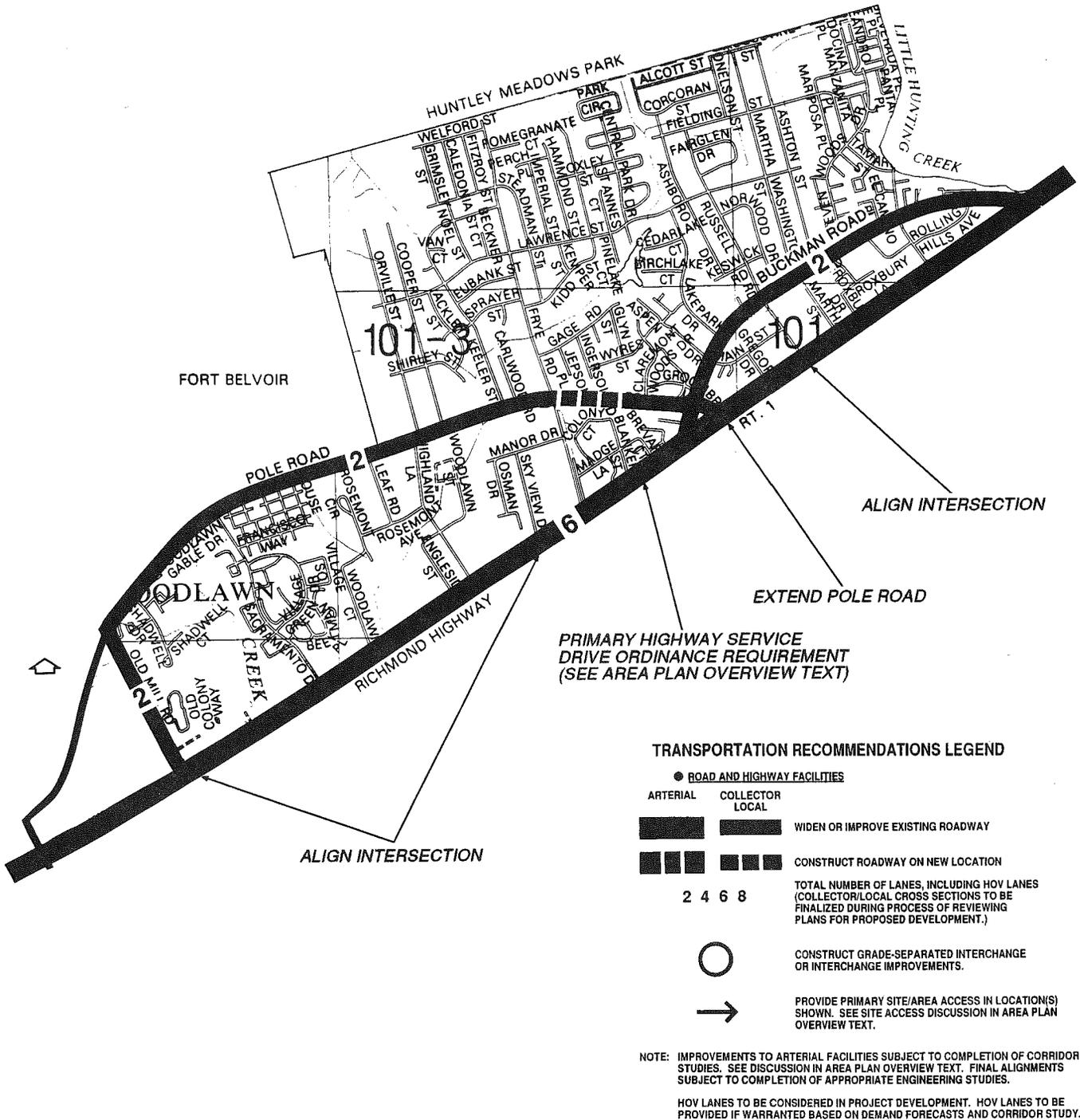
Transportation recommendations for this sector are shown on Figure 86. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

MV8 WOODLAWN COMMUNITY PLANNING SECTOR



Note: Recommendations for areas in the Route 1 Corridor are found in the Route 1 Corridor Area Plan. Corresponding maps are included in that plan.

MV8 WOODLAWN COMMUNITY PLANNING SECTOR



Heritage Resources

The provisions of the Woodlawn Historic District (Appendix 1, A1-200 of the Zoning Ordinance) limit uses within the district to residential and commercial. North of Route 1 the maximum appropriate residential density is garden apartment development at 16-20 dwelling units per acre, limited to 35 feet in height. South of Route 1, development is limited to single-family detached homes at 2-3 dwelling units per acre. Within the existing commercially-zoned parcels, development should be limited to offices and tourist-oriented uses, including, but not limited to antique shops, motels and restaurants. Additional gas stations and convenience food services should not be permitted. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 87. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 88 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

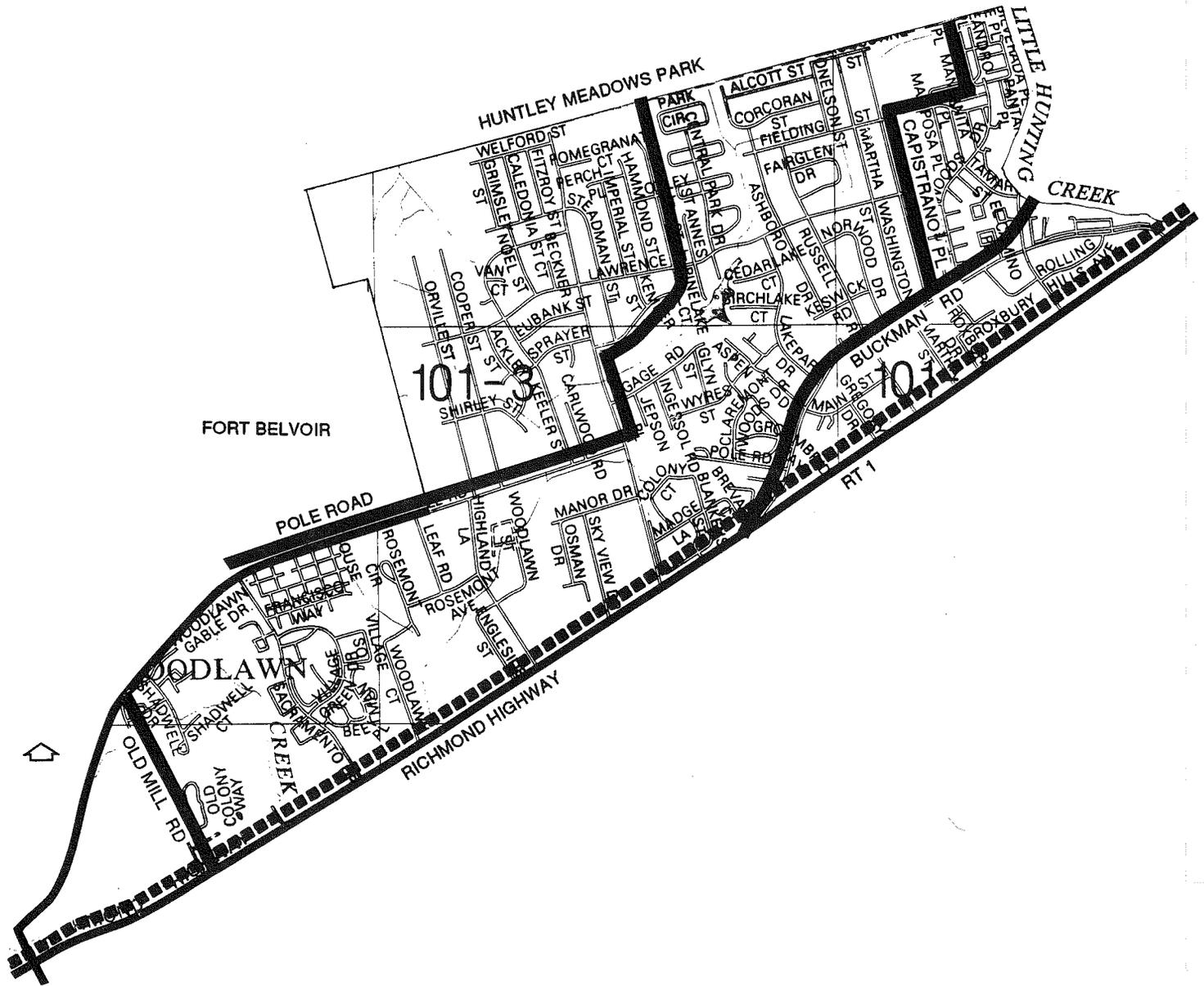
FIGURE 87

PARKS AND RECREATION RECOMMENDATIONS

SECTOR MV8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Mount Vernon Woods	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Muddy Hole Farm	
Pole Road	Complete development in accordance with approved master plan.
Woodlawn	Consider acquisition of intervening parcels between Woodlawn Park and Woodlawn Elementary School to provide an expanded school/park complex.
Portion of Parcel 100-2((1))4 located adjacent to Huntley Meadows Park within the Mount Vernon Planning District.	Initiate a master planning process and develop accordingly as a separate Community Park with active recreation, where feasible.
DISTRICT PARKS:	
This sector lies within the service area of Grist Mill District Park.	
COUNTYWIDE PARKS:	
Dogue Creek Stream Valley	Ensure protection of environmental quality corridor and public access to stream valley park through acquisition or dedication/donation of land and/or open space easements on privately-owned property to the Fairfax County Park Authority. This park contains environmentally sensitive natural and cultural resources. Intrusion of non-recreational development should therefore be restricted or prohibited and environmental and visual impacts should be mitigated.

MV8 WOODLAWN COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.